



United States
Department of
Agriculture

Forest
Service

DRAFT

Revised Record of Decision

For the

Salmon-Challis National Forest

Travel Planning

and OHV Route Designation Project

to

Comply with District of Idaho Court Order

Lemhi, Custer, and Butte Counties of Idaho

January 2014

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Introduction

This draft Revised Record of Decision (ROD) documents my selection of the 2014 Final Supplemental Environmental Impact Statement Alternative. This alternative is based on supplemental analysis, site-specific information and public comments submitted on the 2013 Draft Supplemental Environmental Impact Statement (2013 SEIS) Alternative to correct deficiencies in the 2009 Salmon-Challis National Forest (SCNF) Travel Planning and OHV Designation Project Final Environmental Impact Statement (FEIS).

The management options selected in this decision respond to deficiencies identified by the U.S. District Court for the District of Idaho in the case *The Wilderness Society and Idaho Conservation League v. Frank V. Guzman and the US Forest Service* (Case No. CV 4:10-26-E-REB).

Copies of the Final Supplemental Environmental Impact Statement (FSIES) and this draft Revised ROD are available at the Salmon-Challis National Forest Supervisor's Office, 1206 S. Challis St., Salmon, ID 83467; telephone: (208) 756-5103, and at all ranger district offices on the SCNF. These documents are also posted on the Forest website at: <http://www.fs.usda.gov/projects/scnf/landmanagement/projects>.

Background

In August 2009, Forest Supervisor William A. Wood signed a Record of Decision (ROD) for the Salmon-Challis National Forest Travel Planning and OHV Designation Project, (commonly referred to as the Travel Plan) designating a system of roads, trails and areas for motor vehicle use on 3.1 million acres of the Forest outside congressionally designated wilderness areas. Roads, trails and areas are designated by class of vehicle, and if appropriate by time of year, and are displayed on a Motor Vehicle Use Map (MVUM) as directed by the agency's 2005 Travel Management Rule. The Travel Plan and MVUM replace two previous travel plans/maps [one for the Salmon National Forest (1988) and the other for the Challis National Forest, (1994)].

On January 22, 2010, The Wilderness Society and the Idaho Conservation League filed a complaint in U.S. District Court for the District of Idaho (Case 4:10-cv-00026-REB) alleging the Salmon-Challis National Forest 2009 ROD and supporting FEIS failed to comply with the National Environmental Policy Act (NEPA) and the Administrative Procedures Act (APA); failed to properly apply Forest Service travel management regulations, executive orders and related statutes; failed to engage in an adequate environmental analysis; and ultimately failed to ensure motor vehicle use does not cause unnecessary harm to, and degradation of, the SCNF's public resources.

In a memorandum Decision and Order on Cross-motions for Summary Judgment dated February 4, 2011, the U.S. District Court for the District of Idaho issued an order holding the 2009 ROD adopting the SCNF Travel Plan violated the NEPA and National Forest Management Act (NFMA). More specifically, the Court found the Administrative Record for the Travel Planning and OHV Designation Project FEIS was inadequate to show the Forest Service: (1) considered the possible cumulative impact of routes less than one-half mile long on the roadless values and wilderness attributes in the Recommended Wilderness Areas ("RWAs") and Idaho Roadless Areas (IRAs); (2) chose routes with the objective of minimizing effects; (3) considered the site-specific concerns Plaintiffs raised in the comment process; and was not clear as to whether or not the Forest Service had identified the minimum road system under 36 CFR §212.5(b).

The Court also determined that the typical order of remand and vacatur was not appropriate, since "the pre-decision status quo for travel management on the SCNF is not a tenable option" because it does not comply with the 2005 Travel Rule. On April 15, 2011, consistent with the Court's briefing schedule,

Plaintiffs filed a Motion for Permanent Injunction and requested the Court direct the Forest Service to: (a) promptly issue a corrected ROD that removes all reference to a minimum road system determination; (b) close all forms of motorized use on 29 identified roads and trails; and (c) prepare and issue, by December 31, 2012, a final supplemental environmental impact statement (“FSEIS”) and a revised ROD for the SCNF Travel Plan.

On November 1, 2011, the Court ruled that six of the 29 routes identified in Plaintiffs’ motion shall be closed to motor vehicle use pending completion of an FSEIS addressing the deficiencies outlined in the Court’s February 4, 2011, Memorandum Decision and Order by December 12, 2012.

The SCNF requested and was granted an extension through the Court to complete the FSEIS by January 29, 2014.

Purpose and Need

The purpose and need for this draft Revised ROD is to provide supplemental analysis to clarify and revise sections of the original analysis to correct the deficiencies in the 2009 FEIS identified by the District Court of Idaho in their February 4, 2011 Decision and Order. The Court decision states “certain discrete portions of the decisions incorporated by the Forest Service into the Travel Plan fall short of the required measure. The Court must, in those circumstances, return the Travel Plan to the agency for correction of those errors.” Specifically, the purpose and need is to:

- Provide supplemental analysis of the effects of route designations to roadless characteristics and wilderness attributes in IRAs and RWAs, and provide cumulative effects analyses of all routes including those routes less than one-half mile long in IRAs and RWAs;
- Provide an analysis (using site-specific information) to consider effects, with the objective of minimizing effects to resources identified under 36 CFR 212.55(b), and comply with Forest Plan standards and guidelines; provide an explanation for the designation of motor vehicle trails and areas in the 2009 ROD, by Forest Plan Management Area or Management Prescription (depending on appropriate Forest Plan); reanalyze routes identified in Plaintiff’s motion for permanent injunction to determine if designation changes are warranted; and
- Respond to Plaintiff’s site specific comments submitted during the legal comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008).

Since the decision in the 2009 ROD has not been vacated and much of the analysis in the supporting FEIS is valid, the scope of this supplemental analysis is limited to correcting the three deficiencies identified by the Court.

Detailed Description of the Decision and Rationale for Changes to the 2009 Record of Decision

After thorough review of the Court Orders applicable to this case, consideration of public comments submitted during the 2008 and 2013 comment periods, information contained in the project record, and findings from the supplemental analysis, I have decided to implement the 2014 Final Supplemental Environmental Impact Statement (FSEIS) Alternative as described in the FSEIS. Throughout the remainder of this Draft Revised Record of Decision (ROD), the 2014 FSEIS Alternative is referred to as the Preferred Alternative. Roads, trails and areas designated in this Draft Revised ROD are included in

Appendix A. As required by the Travel Management Rule, roads, trails, vehicle type and season of motor vehicle use will be displayed on the 2014 MVUM.

The Preferred Alternative will not designate 40.88 miles of roads and trails previously designated in the 2009 ROD. Supplemental analysis to designate roads and trails in Roadless Areas and Recommended Wilderness Areas, and analysis to designate trails and areas to comply with the Travel Rule minimization criteria compelled me to change the designation, vehicle type and /or season use for 25 roads and trails included in the 2009 ROD. Table 1 below displays the road, trail, vehicle type and season of use designation changes included in the Preferred Alternative and the rationale for change.

As displayed in Table 1, my decision does not designate 16 roads and/or road segments (totaling 1.83 miles) that do not comply with the Idaho Roadless Rule. Additionally, 72 previously unauthorized routes (totaling 26.44 miles) that do not meet resource, safety or design criteria for roads are not designated in the Preferred Alternative.

To comply with the Travel Rule [(36 CFR 212.55(b) Specific criteria for designation of trails and areas], my decision does not designate 15 trails (totaling 6.92 miles) because these trails did not meet criteria for public safety and/or protection of soil and water resources. Site-specific surveys documenting the presence or absence of basic safety considerations and resources conditions to minimize impacts are included in the project record.

My decision changes the seasonal use of 15 trails to minimize impacts to soil, watershed and vegetation and minimize disturbances to wildlife and wildlife habitats. Across the Forest 61 trails have seasonal use periods for soil protection and wildlife security.

Maintenance has been completed on 24 system trails, including four trails closed by the injunction; photographs and detailed descriptions of the repair and maintenance are included in Appendix D for the FSEIS. These trails have been repaired and maintained to remedy harm and to minimize impacts to soil and water resources. I am requesting the injunction closing motor vehicle trails be lifted on four of the six routes closed by the injunction since harm has been remedied by repair and maintenance. These are: Trail 4051 Toolbox-Herd Creek, Trail 4055 Burnt Aspen, Trail 4091 Swauger Lake, and Trail 4024 Iron Lola Creek (aka Bench Creek). My decision does not designate Trail 40148 Badger Creek and Trail 4340 Bunting Canyon to prevent further impacts from motor vehicle use.

Table ROD 1. Route changes between the 2009 Record of Decision and the FSEIS 2014 Alternative

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U052115B ¹	Open Road	Not Designated	Lost River	Star Hope Creek	0.07 ²	Pioneer Mountains	Backcountry Restoration	11	This route goes through a roadless area and is believed to be an error due to poor mapping in the past. The route is within 300 ft. of Road 40506, therefore it may be used to access dispersed camping.
U052817A ¹	Open Road	Not Designated	Lost River	Lower Little Lost River	0.05 ²	Jumpoff Mountain	Backcountry Restoration	12	The previously unauthorized 0.05 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.34				
U061917A ¹	Open Road	ATV Trail	Lost River	North Fork Big Lost River	0.12 ²	Boulder White-Clouds	Backcountry Restoration	11	The Big Fall Creek Road is connected to an unauthorized route that goes through an Idaho Roadless Area. Due to poor mapping in the past this is believed to be an error. The Forest is pursuing boundary changes for administrative corrections to the Roadless Area boundaries (ROD.7). This route has been identified as part of the administrative correction process and will require a 30-day public notice and opportunity for comment that is separate from this decision. Until this process is complete the entire Big Fall Creek Road will be designated as a motorized trail open to ATVs. Maintenance of this route is scheduled for 2014 including barrier placement on unauthorized spur routes and a U route in Boulder-White Cloud IRA cherry stem.
U061917A ¹	Open Road	ATV Trail	Lost River	North Fork Big Lost River	0.60 ²	Boulder White-Clouds	Wild Land Recreation	11	
40168 Big Fall Creek ¹	Open Road	ATV Trail	Lost River	North Fork Big Lost River	1.82	Boulder White-Clouds	Wild Land Recreation	11	
U062127A ¹	Open Road	Not Designated	Lost River	East Fork Big Lost River	0.11 ²	Pioneer Mountains	Backcountry Restoration	11	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U072609A ¹	Open Road	Not Designated	Lost River	Middle Big Lost River	0.16 ²	King Mountain	Backcountry Restoration	15	The previously unauthorized 0.16 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.06				
U141-09I ¹	Open Road	Not Designated	Challis-Yankee Fork	Lower Pahsimeroi River	0.10 ²	Lemhi Range	Backcountry Restoration	20	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U141-19KA ¹	Open Road	Not Designated	Lost River	North Fork Big Lost	0.01 ²	Pioneer Mountains	Backcountry Restoration	11	The previously unauthorized 0.01 miles of this route will not be designated. This route does not

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
		Designated		River	0.08				comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
U141-20HW ¹	Open Road	Not Designated	Lost River	Upper Big Lost River	0.01 ²	Borah Peak	Backcountry Restoration	16	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.52				
U141-20JV ¹	Open Road	Not Designated	Challis-Yankee Fork	Warm Spring Creek (1)	0.18 ²	Pahsimeroi Mountain	Backcountry Restoration	17	The previously unauthorized 0.18 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.44				
U161836C ¹	Open Road	Not Designated	Challis-Yankee Fork	Morgan Creek	0.10 ²	Camas Creek	Backcountry Restoration	21	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U201 ¹	Open Road	Not Designated	Lost River	Upper Big Lost River	0.48 ²	Borah Peak	Backcountry Restoration	16	The previously unauthorized 0.16 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area. The designated portion still provides a loop with U141-20JV back down to the forest boundary.
		Designated			0.40				
40415 Jones Creek ¹	Open Road	Not Designated	Lost River	Upper Big Lost River	0.12 ²	Borah Peak	Backcountry Restoration	16	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule. This route is the end of U201 that will not be designated. Route 40900 will be designated outside of the roadless area with 0.06 miles designated within roadless to provide access to this area.
U80-1 ¹	Open Road	Not Designated	Lost River	Upper Big Lost River	0.02 ²	Pahsimeroi Mountain	Backcountry Restoration	17	The previously unauthorized 0.02 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.08				
U-LR-F-095 ¹	Open Road	Not Designated	Lost River	Antelope Creek	0.32 ²	Pioneer Mountains	Backcountry Restoration	25	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U-LR-F-102 ¹	Open Road	Not Designated	Lost River	Middle Big Lost River	0.01 ²	King Mountain	Backcountry Restoration	15	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.27				

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U-LR-F-103 ¹	Open Road	Not Designated	Lost River	Middle Big Lost River	0.02 ²	King Mountain	Backcountry Restoration	15	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U251721A ¹	Open Road	Not Designated	North Fork	Horse Creek	0.06 ²	Oreana	Backcountry Restoration	3A-5B	The previously unauthorized 0.06 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.11				
40437 Uncle Ike Mines	Trail—ATV+2WL	Not Designated	Lost River	Middle Little Lost River	2.56	N/A	N/A	14	The 40437 Uncle Ike Mines was closed by Court Order. The FSEIS proposes to not designate this route. The trail does not provide a loop opportunity or access to unique recreation opportunities
U52-01H	Trail—ATV+2WL	Not Designated	Lost River	Middle Little Lost River	0.15	N/A	N/A	14	This route is connected to the Uncle Ike Mines.
U52-01I	Trail—ATV+2WL	Not Designated	Lost River	Middle Little Lost River	0.04	N/A	N/A	14	This route is connected to the Uncle Ike Mines.
40148 Badger Creek Trail	Trail—ATV+2WL	Not Designated	Lost River	Upper Little Lost River	1.70	N/A	N/A	14	The 40148 Badger Creek Trail was closed by Court Order. The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
40148	Open Road	Not Designated	Lost River	Upper Little Lost River	0.25	N/A	N/A	14	The FSEIS proposes to not designate 0.25 miles of this road to mitigate potential impacts with private property.
		Designated			0.40				
40148-A	Trail—ATV+2WL	Not Designated	Lost River	Upper Little Lost River	1.10	Diamond Peak	Backcountry Restoration	14	The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
T-LR-A002	Trail—ATV+2WL	Not Designated	Lost River	Upper Little Lost River	0.52	Diamond Peak	Backcountry Restoration	14	The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
4340 Bunting Canyon	Trail—ATV+2WL	Not Designated	Lost River	Upper Little Lost River	0.23	N/A	N/A	14	The 4340 Bunting Canyon was identified, but not closed by the Court Order. The FSEIS proposes to not designate this trail due to resource concerns.
U142730A	Trail—ATV+2WL	Not Designated	Leadore	Texas Creek	0.30	Lemhi Range	Backcountry Restoration	2B	The 0.30 miles did not comply with the Forest Plan.
		Designated			2.69				
6121 Pierce Creek	Trail – 2WL	Not Designated	North Fork	North Fork Salmon River	1.85	Anderson Mountain	Backcountry Restoration	2A and 3A-5A	This trail does not meet Forest Service motorized use design criteria in FSH 2309.18 and lacks public access across private land.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
60069 Carmen Creek	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	2.09	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
60069-A Carmen Creek Spur A	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	1.78	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
60069-B Carmen Creek Spur B	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	0.83	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
4092 Bear-Wet Creek Trail	Trail – 2WL Year Long	Trail–2WL Seasonal	Lost River	Middle Big Lost River	2.25	Borah Peak	Wild Land Recreation	16	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
4092 Bear-Wet Creek Trail	Trail – 2WL Year Long	Trail–2WL Seasonal	Lost River	Wet Creek	1.43	N/A	N/A	16	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
U092311B	Trail–OHV	Not Designated	Challis-Yankee Fork	Upper Pahsimeroi River	0.35	Borah Peak	Backcountry Restoration	16	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U162609F	Trail–ATV+2WL	Not Designated	Leadore	Upper Lemhi River	0.81	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U162616E	Trail–ATV+2WL	Not Designated	Leadore	Upper Lemhi River	0.37	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172628F	Trail–OHV seasonal	Not Designated	Leadore	Upper Lemhi River	0.09	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172635B	Trail–OHV seasonal	Not Designated	Leadore	Upper Lemhi River	0.30	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U061907A	Open road	Not Designated	Lost River	North Fork Big Lost River	0.06	Boulder-White Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U061907B	Open road	Not Designated	Lost River	North Fork Big Lost River	0.02	Boulder-White Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222001D	Trail-OHV	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.24	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012H	Trail-OHV	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.10	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012L	Trail-OHV	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.14	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012N	Trail-OHV	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.30	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U071816A	Trail-OHV	Not Designated	Lost River	North Fork Big Lost River	0.02	N/A	N/A	11	The U route was not designated as a trail-OHV, but changed to road and added to 40477
U111315C	Open road	Not Designated	Challis-Yankee Fork	Basin Creek-Salmon River	0.29	N/A	N/A	5	Resource surveys not conducted; 2014 Alternative would not designate this route
U112317A	Trail-OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.21	N/A	N/A	16	Resource surveys not conducted; 2014 Alternative would not designate this route
U112319A	Trail-OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	1.10	N/A	N/A	16	Resource surveys not conducted; 2014 Alternative would not designate this route
U122210B	Trail-OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.82	N/A	N/A	17	Resource surveys not conducted; 2014 Alternative would not designate this route
U141703A	Trail-OHV	Not Designated	Challis-Yankee Fork	Challis Creek	1.03	N/A	N/A	21	Resource surveys not conducted; 2014 Alternative would not designate this route This route parallels and is within 300 feet of 40537 and therefore considered redundant.
U204	Road Seasonal	Not Designated	Challis-Yankee Fork	Basin Creek Salmon River	0.45	N/A	N/A	5	Resource surveys not conducted; 2014 Alternative would not designate this route

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U192304A	Trail–OHV	Not Designated	Leadore	Lower Lemhi River	0.85	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U142502E	Open road	Not Designated	Leadore	Timber Creek	0.21	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U142502F	Open road	Not Designated	Leadore	Timber Creek	0.57	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U142502G	Open road	Not Designated	Leadore	Timber Creek	0.96	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152412A	Open road	Not Designated	Leadore	Upper Lemhi River	3.88	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152412C	Open road	Not Designated	Leadore	Upper Lemhi River	0.52	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152424B	Open road	Not Designated	Leadore	Upper Lemhi River	0.21	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U141-20JB	Open road	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.76	N/A	N/A	4	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U121216B	Open road	Not Designated	Middle Fork	Marsh Creek	0.23	N/A	N/A	3	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U121123G	Open road	Not Designated	Middle Fork	Marsh Creek	0.08	N/A	N/A	3	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U-LR-F-016	Open road	Not Designated	Lost River	Middle Big Lost River	0.17	N/A	N/A	16	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U-LR-F-107	Open road	Not Designated	Lost River	Middle Little Lost River	0.14	N/A	N/A	15	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U192108B	Open road	Not Designated	Salmon Cobalt	12-mile Creek Salmon River	0.49	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U202210C	Trail–OHV	Not Designated	Leadore	Lower Lemhi River	1.26	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222111B	Open road	Not Designated	Salmon Cobalt	Carmen Creek Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222111L	Open road	Not Designated	Salmon Cobalt	Carmen Creek Salmon River	0.29	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222123I	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.19	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123L	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.11	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222127A	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.29	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222127B	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.41	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222135G	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	2.11	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222123B	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.94	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222126C	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.26	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123A	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.15	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222123C	Trail-OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.65	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222105A	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.27	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222105B	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.67	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222105C	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131P	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.31	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106J	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106I	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.13	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106E	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.24	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106F	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106G	Open Road	Not Designated	Salmon Cobalt	Indian Creek-Salmon River	0.04	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232036B	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.19	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BD	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BE	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BF	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BG	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AR	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.05	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AS	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AT	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AV	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AU	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232131AW	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AX	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.05	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AY	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.01	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AZ	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.04	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BA	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.08	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BB	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.01	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BC	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.03	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232130A	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.38	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132D	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.20	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232132F	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132K	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132H	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132I	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.16	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222012E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.16	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U261935A	Open Road	Not Designated	North Fork	Indian Creek–Salmon River	2.74	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
4064.1 Rough Lake Cutoff Trail	Trail ATV	Trail ATV	Lost River	Star Hope Creek	0.04	Pioneer Mountains	Backcountry Restoration	11	300 feet of trail was closed in 2012 and will not be designated to minimize impacts to soil and water resources
40621 Little Fall Creek Spur Road	Open Road	Not Designated	Lost River	North Fork Big Lost	0.90	Boulder White-Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
4032 Hay Creek-Knapp Creek Trail	ATV 2WL Seasonal	ATV 2WL Seasonal	Middle Fork	Marsh Creek	5.53	N/A	N/A	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4034 Knapp Creek Cutoff Trail	ATV 2WL Seasonal	ATV 2WL Seasonal	Middle Fork	Marsh Creek	1.35	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4035.03 Winnemucca Creek Trail	2WL Seasonal	2WL Seasonal	Middle Fork	Marsh Creek	5.45	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4033 Beaver Creek -Trail Creek	2WL Seasonal	2WL Seasonal	Middle Fork	Marsh Creek	2.01	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4072 Morse Creek Canyon Trail	ATV Yearlong	2WL Seasonal	Challis-Yankee Fork	Lower Pahsimeroi River	1.47	N/A	N/A	20	Change from yearlong ATV to seasonal 2 wheel 5/22 – 9/7
U23-17CC	Open Road Yearlong	ATV Yearlong	Challis Yankee Fork	Bayhorse Creek – Salmon River	0.37	N/A	N/A	10	Change from open road to ATV yearlong – connecting routes are ATV designation.
U23-17S	Open Road Yearlong	ATV	Challis Yankee Fork	Bayhorse Creek – Salmon River	1.12	N/A	N/A	10	Change from open road to ATV yearlong – connecting routes are ATV designation.
4201 Beef Pasture	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Squaw Creek	1.67	Squaw Creek	Backcountry Restoration	9	Change from 2 wheel to ATV.
4152 Buster Lake	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Squaw Creek	0.33	N/A	N/A	9	Change from 2 wheel to ATV.
4152 Buster Lake	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Garden Creek – Salmon River	0.97	N/A	N/A	13	Change from 2 wheel to ATV.
4161 Fivemile Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	1.97	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4161 Fivemile Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	4.10	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	7.43	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	1.31	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Squaw Creek	5.07	Squaw Creek	Backcountry Restoration	9	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4163 Ramey-Fivemile	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	6.48	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4164 Custer Lookout Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.72	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4165 Gardner Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek- Salmon River	6.34	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4166 Burnt Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek- Salmon River	3.93	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4168 Silver Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	2.32	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169 Peach Muley Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek- Salmon River	2.76	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169 Peach Muley Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.65	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Basin Creek- Salmon River	4.14	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Slate Creek- Salmon River	0.04	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Yankee Fork	0.09	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
6067 Hornet Creek	Trail ATV Seasonal	2WL Seasonal	Salmon-Cobalt	Indian Creek – Salmon River	4.84	Napoleon Ridge	General Forest	5B	This route has been changed from an ATV trail to a 2 Wheel seasonal trail because the trail is too narrow for ATV use
6068 Little Moose Creek	Trail ATV Seasonal	2WL Seasonal	Salmon-Cobalt	Indian Creek – Salmon River	5.24	Napoleon Ridge	General Forest	5B	This route has been changed from an ATV trail to a 2 Wheel seasonal trail because the trail is too narrow for ATV use

¹ The Forest is pursuing boundary changes for administrative corrections to the Roadless Area boundaries (ROD.7). This route has been identified as part of the administrative correction process and will require a 30-day public notice and opportunity for comment that is separate from this decision.

² There are 2.54 miles of routes not being designated within Idaho Roadless Areas.

Project design features, monitoring and evaluation, and Forest Plan amendments and modifications associated with the 2009 ROD are part of Preferred Alternative, with the exception of language regarding identification of a minimum road system.

The February 4, 2011, Court Order set aside that portion of the 2009 ROD concerning the minimum road system because the determination was both procedurally and substantively inadequate. The 2009 ROD states “This travel planning process has resulted in identification of the minimum road system necessary to meet the utilization (including recreation), protection, and administration needs of the SCNF” (2009 ROD pg. 20). Regulations at 36 CFR Subpart A, section 212.5(b), provide for the identification of the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System land using a science-based roads analysis, and for identification of unneeded roads. While a science-based analysis was employed by the Forest in reaching a decision regarding the designation of roads, trails, and areas for use by motor vehicles in the ROD, completion of the process contemplated under 36 CFR 212.5(b) was not required for completion of the travel management plan or issuance of a decision regarding motor vehicle use designations.

On November 10, 2010, the Deputy Chief for the National Forest System issued direction regarding completion of the process for identification of the minimum road system and unneeded roads under 36 CFR Subpart A using the travel analysis process (TAP). The Deputy Chief directed that previously completed travel analyses and roads analyses be reviewed by the appropriate line officer to assess their adequacy to meet the requirements under 36 CFR 212 Subpart A, and the need for future analyses. On January 5, 2011, the Regional Forester for the Intermountain Region issued further direction for implementing the direction from the Deputy Chief regarding completion of travel analyses, and requiring approval of a TAP report by the Regional Forester before the Subpart A process will be considered complete. This direction includes TAP reports that were previously completed. Under this direction, to the extent the 2009 ROD suggests that the process for identifying the minimum road system and unneeded roads is complete, it is in error. A letter identifying this error was sent to the entire Travel Plan mailing list on April 18, 2011. Therefore this Draft Revised ROD does not identify a minimum road system for the SCNF.

I am selecting the Preferred Alternative because it is most responsive to the Court Order and best meets the purpose and need of this FSEIS to:

- Provide supplemental analysis of the effects of route designations to roadless characteristics and wilderness attributes in IRAs and RWAs, and provides cumulative effects analyses of all routes including those routes less than one-half mile long in IRAs and RWAs;
- Provide an analysis (using site-specific information) to consider effects, with the objective of minimizing effects to resources identified under 36 CFR 212.55(b), and comply with Forest Plan standards and guidelines; provide an explanation for the designation of motor vehicle trails and areas in the 2009 ROD, by Forest Plan Management Area or Management Prescription (depending on appropriate Forest Plan); reanalyze routes identified in Plaintiff’s motion for permanent injunction to determine if designation changes are warranted; and
- Respond to Plaintiff’s site specific comments submitted during the legal comment period for the 2009 DEIS (Sept. 27, 2008 – Nov. 25, 2008).

While the 2013 DSEIS responded to Plaintiff’s site specific comments submitted during the legal comment period for the 2009 DEIS (Sept. 27, 2008 – Nov. 25, 2008), the 2014 FSEIS responds to all site-specific comments submitted during the legal comment period for the 2008 DEIS. This includes

Plaintiff's comments as well as comments from all other individuals, Tribal governments, agencies, organizations and special interest groups. Over 375 public responses were received in the form of letters, e-mails, faxes, maps, and verbal remarks during the 2008 legal comment period. Twenty-two comment letters were received after the close of the comment period.

The Forest received 18 comment letters in response to the 2013 DSEIS. One letter was received after the close of the extended comment period. The comment period was extended until November 1, 2013, because the government was shut down between October 1, 2013 and October 16, 2013, and the Forest wanted to give other government agencies ample time to comment. Comments received during both public comment periods clearly express the deeply divided opinions of individuals and groups interested in the Forest's proposal. My decision strives to achieve a balance between the various motorized and non-motorized uses on the SCNF, while minimizing impacts to natural and cultural resources. The Preferred Alternative is the most responsive of all alternatives to public comments and focuses on finding a mix of motorized and non-motorized recreation opportunities to respond to diverse interests while minimizing impacts to Forest resources.

The 2014 FSEIS provides a process to use site-specific information to designate trails and areas (in accordance with 36 CFR 212.55(b)) with the objective of minimizing: (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. Methods used to minimize impacts to trails and areas include: a) not designating specific trails; b) not allowing limited motor vehicle use on certain roads and trails (as designated on the MVUM) to access dispersed campsites; c) designating seasonal operating periods to provide soil protection and big game security; d) applying project design features, monitoring and evaluation; and e) site-specific trail repair and maintenance. Each trail subject to one of these methods to minimize impacts and the rationale for applying the method is described in detail in the section of the FSEIS entitled: Analysis for Compliance with the Travel Management Rule: Specific criteria for designation of trails and areas.

Based on current trail conditions, I have decided to designate four system motor vehicle trails, display them on the MVUM, and temporarily close them to motor vehicle use to minimize adverse effects to soil and water until they can be repaired. The 2005 Travel Management Rule includes provisions for the Forest Service to exercise its distinct authority to close trails and other areas. Consistent with Executive Order 11989, the regulations allow the Forest Service to temporarily close roads, trails, or other areas when it finds that OHV use "is directly causing or will directly cause considerable adverse effects on public safety or soil, vegetation, wildlife, wildlife habitat, or cultural resources associated with that road, trail, or area." 36 C.F.R. § 212.52(b)(2). The Forest Service's duty to designate comprehensive travel management plans is distinct from its authority to close trails and other areas. In this situation, I am exercising authority to use temporary, emergency closures without prior public notification and will close these trails immediately. The trails to be closed by emergency closure until they can be repaired and maintained are Trail 4054 Phi Kappa, Trail 4203 East Basin Lakes, Trail 4183.02 Lake Fork and 1.88 miles of the 2 wheel portion of Trail 6183 Big Eightmile.

While motor vehicle use has increased substantially on the SCNF in the past decade, funding for road and trail maintenance has steadily decreased. In response to this situation, I encourage partnerships with user-groups to repair and maintain desirable trails. My responsibility to protect Forest resources is paramount and motor-vehicle user groups are obliged to share this burden of responsibility to enjoy recreational motor vehicle opportunities.

I have evaluated all alternatives in the 2009 FEIS and the 2013 DSEIS and compared them to Forest Plan goals, objectives, and resource standards. I have determined the Preferred Alternative meets the Salmon Forest Plan (including 2009 modifications) and the non-significant amendment to Challis Forest Plan made in the 2009 Record of Decision (Amendment 19).

I am fully satisfied that all practicable means to avoid or minimize environmental harm from the Preferred Alternative have been adopted through the implementation of project design features, route designation criteria and the methods described above to minimize impacts. Monitoring will continue on a regular basis to ensure project implementation is consistent with established standards and guides and project design features.

My decision meets the requirements of applicable laws, regulations and policies as explained in the section Findings Required by Other Laws and Regulations included in this decision.

The analysis and decision process for this project considered the best available scientific information, a consideration of opposing views and acknowledgement of incomplete or unavailable information.

Alternatives Considered

In the 2009 ROD, I considered five alternatives, which are discussed below. Alternative 3, the 2009 Recommended Wilderness/Roadless Area Emphasis alternative is the environmentally preferred alternative. Detailed descriptions of each alternative are provided in Chapter 2 of the 2009 FEIS. Maps displaying each alternative are included in an FEIS map package.

Existing Condition

As stated in the 2009 FEIS, the Existing Condition is not an alternative but represents what the on-the-ground situation was when the travel planning process was initiated. The existing condition was compared to other alternatives to provide an understanding of how unmanaged cross-country motorized travel led to proliferation of unauthorized routes.

During the 2008 DEIS comment period, many commenters expressed confusion and frustration about the Existing Condition and No Action Alternative. Some respondents stated the Existing Condition is the No Action Alternative; however, this is not the case for this particular analysis. The Existing Condition is the actual situation of roads and trails, including unauthorized routes and motorized cross-country travel on the ground while the No Action Alternative represented the authorized route management situation when the travel planning process began.

About 2,700 miles of known unauthorized routes have been inventoried on the SCNF. Unauthorized routes in previously restricted areas of the 1988 and 1994 travel plans (1,594 miles), and unauthorized routes causing resource damage in areas that were open to cross-country travel were violations of those plans. Many public comments requested the Forest “leave things the way they are” without recognizing that many routes existing on the landscape were not authorized and had caused adverse resource impacts. The Existing Condition for motor vehicle use consists of the:

- Miles of open Forest system roads by vehicle type and seasonal open periods. In 2009 there were 11 seasonal open periods for roads and trails;
- Miles of motorized Forest system trails by vehicle type and seasonal open periods and miles of all Forest system trails in areas open to cross-country travel on the 1988 and 1994 Travel Plan maps;

- Miles of known unauthorized routes; differentiating those that were in areas open to cross-country travel and those that were in restricted areas of current Travel Plans;
- Acres that were open to cross-country travel;
- Acres of off-road travel allowed by route type for access for dispersed camping, game retrieval, and fuelwood gathering; and
- Existing closure orders.

The Existing Condition was not mapped. Although the Forest has an inventory of unauthorized routes, it would not be feasible to display all known routes at the mapping scale used for this analysis. Maps of known unauthorized routes are in the project record.

2009 No Action Alternative (identified as Alternative 0 in the 2009 FEIS)

The No Action Alternative represented the authorized motor vehicle use displayed on the 1988 and 1994 Travel Plan maps, as amended by travel management decisions and closure orders made after those plans were developed. The No Action Alternative is required by NEPA and serves as the baseline for analyzing effects. This alternative maintained the authorized management direction but did not implement the Travel Management Rule. The No Action Alternative includes:

- Miles of Forest system roads open to motorized public use by vehicle type and seasonal open periods. Closed routes were not analyzed since they are not available for public use. There were 11 seasonal open periods for existing roads and trails;
- Miles of motorized Forest system trails by vehicle type and seasonal open periods. All Forest system trails in areas open to cross-country travel on the 1988 and 1994 Travel Plan maps were included in the calculation of motorized trails. This caused the miles of motorized trails to be an artificially high number in the No Action Alternative;
- Miles of Forest system roads in areas open to cross-country travel;
- Miles of known unauthorized routes in areas open to cross-country travel;
- Acres open to cross-country travel; however not all acres were accessible;
- Acres of off-road travel allowed by route type for access for dispersed camping, game retrieval, and fuelwood gathering; and
- Existing closure orders.

2009 Designated System Routes (identified as Alternative 1 in the 2009 FEIS)

Alternative 1 proposed designation of existing system roads and motor vehicle trails displayed on the 1988 and 1994 Travel Plan maps, and as modified by subsequent travel management decisions. This alternative used the best available information to assign vehicle types and seasonal open periods on roads and trails in areas open to cross-country travel on the 1988 and 1994 Travel Plan maps. Some trails that were previously used for motor vehicle travel were not designated in this alternative based on information in the Forest trail inventory.

2009 Recommended Wilderness/Roadless Area Emphasis (identified as Alternative 3 in the 2009 FEIS)

Alternative 3 was developed in response to issues that motor vehicle use in Forest Plan Recommended Wilderness Areas (RWA) adversely affects wilderness attributes, and motor vehicle

use in Idaho Roadless Areas (IRA) would detract from the roadless character of the land. Under this alternative no motor vehicle access would occur within RWAs and no new roads and motor vehicle trails open to full-sized vehicles would be designated in IRAs. Under this alternative, no motor vehicle access for dispersed camping would be allowed in Riparian Habitat Conservation Areas.

2009 Maximum Motorized Emphasis Alternative (identified as Alternative 4 in the 2009 FEIS)

Alternative 4, responds to issues that motor vehicle use opportunities would be adversely affected by implementation of the Travel Management Rule by altering the type, amount, and season of motor vehicle use on the Forest. Many public comments voiced the opinion that no motor vehicle routes should be closed and all routes currently on the landscape should be designated. This alternative considered for designation all routes requested through public comments.

2009 Preferred Alternative (identified as Alternative 5 in the 2009 FEIS) and 2009 ROD Alternative

Alternative 5, also called the 2009 Preferred Alternative, is an alternative for designation of roads, trails and areas for motor vehicle use developed from the action alternatives analyzed in the 2009 DEIS. This alternative blended components from Alternative 2 (Revised Proposed Action), Alternative 3 (Recommended Wilderness/Roadless Area Emphasis Alternative), and Alternative 4 (Maximum Motorized Emphasis Alternative) and incorporated new features to address comments to the DEIS. The alternative was designed to balance competing public interests regarding motorized and non-motorized uses on the SCNF.

The 2009 ROD Alternative is the decision made by the responsible official for the SCNF Travel Planning and OHV Designation Project. The ROD alternative is slightly different than the 2009 Preferred Alternative because it designated 3.18 fewer miles of routes, reduced the distance for access to dispersed camp sites off motor vehicle trails less than 50' wide from 100' to 50' and made data corrections. These changes are described in the 2009 ROD pp. 4-6, and were made between the 2009 FEIS and issuance of the 2009 ROD.

The terms Preferred Alternative and 2009 ROD Alternative are used interchangeably in this draft Revised ROD even though they differ slightly. The 2009 ROD Alternative is slightly different than the 2009 Preferred Alternative because it designates 3.18 fewer miles of routes. These minor route changes were made between the 2009 FEIS and issuance of the 2009 ROD. (These changes are discussed in Appendix A of the 2009 Record of Decision [pages 28–30, AR047098-047100].)

2013 Draft Supplemental Environmental Impact Statement Alternative (2013 DSEIS Alternative)

This alternative is similar to the 2009 Record of Decision Alternative with the exception that it would reduce the miles of roads and trails designated for motor vehicle use by 55 miles compared to the 2009 ROD Alternative. This alternative proposes to lift the injunction on four trails closed by Court Order since repair and maintenance have remedied harm. These are: Trail 4051 Toolbox-Herd Creek, Trail 4055 Burnt Aspen, Trail 4091 Swauger Lake, and Trail 4024 Iron Lola Creek (aka Bench Creek). My decision does not designate Trail 40148 Badger Creek and Trail 4340 Bunting Canyon to prevent further impacts from motor vehicle use.

Proposed roads and trails that would be deleted from the 2009 Record of Decision are listed in Table 1 of DSEIS. The table displays the road or trail number and name along with the status of the route in the 2009 Record of Decision, the district, watershed (HUC) name, Idaho Roadless Area name and

Management Area or Management Prescription delineation where the road or trail is located. Also included in the table are the Roadless Area theme and the rationale for not designating or changing the type or season of motor vehicle use. Roads and trails that would not be designated were identified through this supplemental analysis of direct, indirect, and cumulative effects to Idaho Roadless Areas and application of minimization criteria.

2014 Final Supplemental Environmental Impact Statement Alternative (Preferred Alternative)

This alternative responds to public comment to the 2013 SDEIS, particularly comments to use site-specific route-by-route information to designate roads and trails. The 2014 Preferred Alternative would reduce the miles of roads and trails designated for motor vehicle use by 40.88 miles compared to the 2009 Record of Decision, and designate 12.93 more miles compared to the 2013 SEIS Alternative. This alternative proposes to lift the injunction on four trails closed by Court Order since repair and maintenance have remedied harm. These are: Trail 4051 Toolbox-Herd Creek, Trail 4055 Burnt Aspen, Trail 4091 Swauger Lake, and Trail 4024 Iron Lola Creek (aka Bench Creek). My decision does not designate Trail 40148 Badger Creek and Trail 4340 Bunting Canyon to prevent further impacts from motor vehicle use.

Proposed changes, including routes that will not be designated, are listed in Table 1. The table displays the roads and trail number and name along with the status of the route in the 2009 Record of Decision, the proposed status of the route in the 2014 FSEIS Alternative, the district, watershed (HUC) name, Idaho Roadless Area name and Management Area or Management Prescription delineation where the road or trail is located. Also included in the table are the Roadless Area theme and the rationale for not designating or changing the type or season of motor vehicle use. The rationale for change identified in Table 1 is the basis for my decision and relies on information in the project record and findings from additional supplemental analysis completed between the DSEIS and the FSEIS.

Public Involvement

On March 5, 2012, a Notice of Intent (NOI) to prepare a Supplemental Environmental Impact Statement (SEIS) was published in the Federal Register and on March 20, 2012, a notification letter was sent to all individuals, agencies, and organizations who commented on the 2008 Draft Environmental Impact Statement for The SCNF Travel Planning and OHV Designation Project. The letter informed them of the SEIS and provided a copy of the NOI. The project has appeared on the Schedule of Proposed Actions since February 2012.

A legal advertisement which announced the completion of the DSEIS and requested comments was published in the *Recorder-Herald* on August 15 2013. The Environmental Protection Agency published a Notice of Availability (NOA) for the DSEIS in the Federal Register on August 9, 2013, which officially started the 45-day comment period. Nineteen letters were received in response to the DSEIS. The details of this public process are covered in the Content Analysis and Response to Comments for the DSEIS are included in Appendix F of the 2014 FSEIS.

Findings Required by Other Laws and Regulations

Numerous laws, regulations, and agency directives require that my decision be consistent with their provisions. I have determined that my decision is consistent with all laws, regulations, and agency policy. The following summarizes findings required by major environmental laws.

Consistency with the Salmon Land and Resource Management Plan and the Challis Land and Resource Management Plan

My decision is consistent with Salmon Forest Plan and Challis Forest Plan with the modifications and amendment authorized on the 2009 ROD. No Forest Plan amendments would be required to close the Forest to cross-country travel. The Travel Management Rule provides the legal mechanism of closure to cross-country travel once a Motor Vehicle Use Map is created and distributed to the public.

Travel Management Rule (36 CFR Parts 212, 251, 261, and 295)

The Travel Management Rule requires designation of those roads, trails, and areas that are open to motor vehicle use. Designations made in this decision have been made by class of vehicle and by time of year. The Travel Management Rule prohibits the use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas that is not consistent with the designations.

General Route Designation Criteria

The Travel Management Rule requires consideration of the effects of designating roads, trails and areas on specific resources and components of travel management. The Rule states, “In designating National Forest System roads, National Forest System trails, and areas on the National Forest System lands for motor vehicle use, the responsible official shall consider effects on National Forest System natural and cultural resources, public safety, provision of recreation opportunities, access needs, conflicts among uses of National Forest System lands, the need for maintenance and administration of roads, trails, and areas that would arise if the uses under consideration are designated; and the availability of resources for that maintenance and administration.” (36 CFR 212.55 (a)).

I have determined that the Forest Service has considered the effects of road and motorized trail designation on the resources identified in the 2005 Travel Management Rule based on the analysis and information contained in the FSEIS and the project record.

Motorized Trail Designation Criteria

The Rule also contains specific criteria related to designating motor vehicle trails. It states, “In addition to the criteria listed in paragraph [a] of this section, in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider effects on the following, with the objective of minimizing: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between motor vehicle use and existing or proposed recreation uses of National Forest System lands or neighboring Federal lands; and (4) Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. In addition, the responsible official shall consider: (5) Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and others factors.” (36 CFR 212.55 (b)).

The Selected Alternative provides a mix of recreational opportunity settings while minimizing effects on resources and uses listed above. These resources were considered, as evidenced by the FSEIS and project record, and specific measures taken to minimize the effects of trail designations where concerns were identified. Specific measures used to minimize impacts to trails and areas include: a) not designating specific trails; b) not allowing limited motor vehicle use on certain roads and trails (as designated on the MVUM) to access dispersed campsites; c) designating seasonal operating periods to provide soil protection and big game security; d) applying project design features, monitoring and evaluation; and e) site-specific trail repair and maintenance.

The National Environmental Policy Act (NEPA) of 1969 (P.L. 91-190)

The purposes of this Act are “To declare a national policy which will encourage productive and enjoyable harmony between man and his environment, to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality” (42 U.S.C. Sec. 4321). On February 4, 2011, the District Court of Idaho issued an order holding the Record of Decision (“ROD”) adopting the 2009 SCNF Travel Plan violated both the National Environmental Policy Act (“NEPA”) and the National Forest Management Act (“NFMA”). More specifically, the Court found that the Administrative Record was inadequate to show that the Forest Service: (1) considered the possible cumulative impact of routes less than one-half mile long on the roadless values and wilderness attributes in the Recommended Wilderness Areas (“RWAs”) and Inventoried Roadless Areas (“IRAs”); (2) chose routes with the objective of minimizing effects; and (3) considered the site-specific concerns Plaintiffs raised in the comment process.

The Forest has conducted supplemental analysis and fortified the record to comply with both NEPA and NFMA as evidenced in the DSEIS, FSEIS, Draft Revised ROD and the project record.

The National Forest Management Act (NFMA) of 1976 (P.L. 4-588)

This Act guides development and revision of National Forest Land Management Plans and contains regulations that prescribe how land and resource management planning is to be conducted on NFS lands to protect National Forest resources. My decision complies with NFMA. See the description above regarding compliance with NEPA and NFMA.

The Endangered Species Act (ESA) of 1973, as amended

The purposes of this Act are to provide for the conservation of threatened and endangered species and their habitats. The Forest is required by the ESA to ensure that any actions it approves will not jeopardize the continued existence of threatened and endangered species or result in the destruction or adverse modification of critical habitat.

The Forest Service prepared a biological assessment (BA) to comply with the ESA. A BA analyzes potential effects on threatened and endangered species that may be present in the project area. The U.S. Fish and Wildlife Service (FWS) and National Marine Fisheries Service (NMFS) decide if implementation of the selected alternative would jeopardize the continued existence of any species listed or proposed as threatened or endangered under the ESA. This determination is issued as a Biological Opinion (BO) by the regulatory agency. The BO includes terms and conditions that must be complied with in order to be exempt from the prohibitions of Article 9 of that Act. The BO may include conservation recommendations, which are suggestions regarding discretionary activities to minimize or avoid adverse effects of the agency’s proposal to listed species or critical habitat.

A Biological Opinion was received from the United States Department of Interior, Idaho Fish and Wildlife Office on July 14, 2009. The Fish and Wildlife Service finds that the potential adverse effects from the Forest’s proposal are not likely to jeopardize the United States coterminous population of bull trout.

A Biological Opinion was received from the United States Department of Commerce, National Oceanographic and Atmospheric Administration, National Marine Fisheries Service on August 12,

2009. The Service finds that the action, as proposed, is not likely to jeopardize the continued existence of Snake River spring/summer Chinook salmon and Snake River Basin steelhead, or result in the destruction or adverse modification of designated critical habitat for Snake River spring/summer Chinook salmon and Snake River Basin steelhead. The Service also concludes that the actions, as proposed, are not likely to adversely affect Snake River sockeye salmon.

The Migratory Bird Treaty Act of 1918

The purpose of this Act is to establish an international framework for the protection and conservation of migratory birds. The Migratory Bird Treaty Act (MBTA) implements various treaties and conventions between the U.S. and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the Act, taking, killing, or possessing migratory birds, including nests and eggs, is unlawful. A list of neotropical migratory birds protected by the Migratory Bird Treaty Act is provided in 50 CFR 10.13. Additional information on the Migratory Bird Treaty Act can be found in the Wildlife Resources section, Chapter 3 of the 2009 FEIS. My decision complies with Migratory Bird Treaty Act.

Executive Order 13186 (Migratory Bird Treaty Act)

In January 2001, the President signed an executive order outlining responsibilities of federal agencies to protect migratory birds under the Migratory Bird Treaty Act (MBTA). As a complementary measure to the Executive Order, the Forest Service and the U.S. Fish and Wildlife Service entered into a Memorandum of Understanding (MOU) the purpose of which is to strengthen migratory bird conservation through enhanced collaboration between the agencies, in coordination with state, tribal, and local governments. My decision is consistent with the Executive Order and the Migratory Bird Treaty Act.

Executive Order 11644 (February 8, 1972) Use of Off-Road Vehicles on the Public Lands, as amended by E.O. 11989 (May 24, 1977)

National direction for travel planning, specifically off-road use of motor vehicles on Federal lands, is provided by E.O. 11644 as amended. Section 3(a) of E.O. 11644 directs the Forest Service to promulgate regulations that provide for designation of trails and areas for off-road motor vehicle use. The regulations require that designation of these trails and areas be based upon protection of NFS resources, promotion of public safety, and minimization of conflicts among uses of NFS lands. Section 9(b) was added to E.O. 11644 when it was amended by E.O. 11989. Section 9(b) specifically authorizes the Forest Service to adopt the policy to designate those areas or trails that are suitable for motor vehicle use and to close all other areas and trails to that use.

New analysis and explanation of a process to designate trails and areas based site-specific information and compliance with Forest Plan direction and trail standards and guides is included in the 2014 FSEIS in the Section entitled: Analysis for Compliance with the Travel Management Rule: Specific criteria for designation of trails and areas. My decision complies with the Executive Orders.

The Federal Water Pollution Control Act of 1972 (P.L. 92-500) as amended in 1977 (P.L. 95-217) and 1987 (P.L. 100-4), also known as the Federal Clean Water Act

The primary objective of this Act is to restore and maintain the integrity of the nation's waters by: 1) Eliminating the discharge of pollutants into the nation's waters; and 2) Achieving water quality levels that are fishable and swimmable. This Act establishes a non-degradation policy for all federally proposed projects to be accomplished through planning, application, and monitoring of Best

Management Practices (BMPs). Identification of BMPs is mandated by Section 319 of the Water Quality Act of 1987 (also referred to as the Clean Water Act), which states, “It is national policy that programs for the control of nonpoint sources of pollution be developed and implemented.” My decision complies with the Clean Water Act.

Federal Noxious Weed Act of 1974

This Act provides for the control and management of non-indigenous weeds that injure or have the potential to injure the interests of agriculture and commerce, wildlife resources, or the public health. The Act requires that each federal agency develop a management program to control undesirable plants on federal lands under the agency's jurisdiction; establish and adequately fund the program; implement cooperative agreements with state agencies to coordinate management of undesirable plants on federal lands; and establish integrated management systems to control undesirable plants targeted under cooperative agreements. The alternatives analyzed in the FEIS comply with the Federal Noxious Weed Act. Under separate planning activities, the agency has developed a management program to control undesirable plants on the SCNF. My decision considered and analyzed the risk of spreading noxious weeds and complies with SCNF programs to control noxious weeds.

The Preservation of American Antiquities Act of 1906

This Act makes it illegal to “...appropriate, excavate, injure, or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned by the Government of the United States...” Cultural resource surveys would be completed for all proposed additions to the current designated travel system and any cultural resources identified would be protected as required through consultation with the Idaho State Historic Preservation Office (SHPO).

The National Historic Preservation Act of 1966, as amended

This Act requires federal agencies to consult with state and local groups before nonrenewable cultural resources, such as archaeological sites and historic structures are damaged or destroyed. Section 106 of this Act requires federal agencies to review the effects that project proposals may have on the cultural resources in the project area. It requires agencies to consider the effects of undertakings on properties eligible to or listed in the National Register of Historic Places by following the regulatory process specified in 36 CFR 800.

Actions permitted, approved, or initiated by the Forest Service and that may affect cultural resources must comply with provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and as implemented by federal guidelines 36 CFR 800. Section 106 of the NHPA requires a federal agency to take into account the effects of the agency's undertaking on properties listed on, or eligible for listing on, the National Register of Historic Places (NRHP).

Before any federal undertaking begins, cultural resources eligible for listing on the NRHP must be identified and documented. Cultural resources recorded in the project area are evaluated in consultation with the SHPO or the Federal Advisory Council on Historic Preservation (ACHP).

The Archaeological Resources Protection Act (ARPA) of 1979

ARPA prohibits the excavation, removal, damage, or destruction of archaeological resources located on public lands, and specifies civil and criminal penalties for persons found guilty of violations under the act. Authorized excavation and removal of archaeological resources requires a permit issued by the federal agency. ARPA, as referenced in the Freedom of Information Act (FOIA) (5 U.S.C. 552[b]), protects the confidentiality of archaeological sites from public disclosure. Other provisions

of the law promote communication and cooperation between federal agencies, Indian tribes, professional archaeologists, and private individuals for the protection of archaeological resources on public lands. The procedures for implementing ARPA are outlined in the U.S. Code of Federal Regulations (36 CFR Part 296).

Federal statutes covering theft and destruction of government property also prohibit the removal of, and damage or destruction of, archaeological resources on public lands (see 18 U.S.C. 641 and 18 U.S.C. 1361, respectively).

Wild and Scenic Rivers Act

River segments and their corridors that are eligible, suitable, or designated as Wild and Scenic Rivers are managed to retain their free-flowing status, classification, and outstandingly remarkable values for recreation, scenery, wildlife, cultural, fish, geology, hydrology, and ecological/ botanical resources. Opportunities are provided so the public can understand the uniqueness of eligible, suitable, and designated Wild and Scenic Rivers. The Selected Alternative makes changes to routes within eligible and designated Wild and Scenic River corridors; however, their status is not affected.

Consumers, Civil Rights, Minorities, and Women

The need to conduct an analysis of this potential impact is required by Forest Service Manual and Forest Service Handbook direction. The civil rights of individuals or groups, including minorities, people with disabilities, and women, are not differentially affected by the Selected Alternative because access is afforded to all groups equally in the SCNF Travel Management Plan.

Executive Order 12898

E.O. 12898 directs each federal agency to make environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. An associated memorandum emphasizes the need to consider these types of effects during NEPA analysis. The Selected Alternative would not disproportionately adversely affect minority or low-income populations (including American Indian Tribal members) because access is afforded to these groups equally in the SCNF Travel Management Plan.

Executive Order 13443

The purpose of Executive Order 13443, signed in 2007, is to direct federal land management agencies to facilitate expansion and enhancement of hunting opportunities and the management of game species and their habitats. The E.O. directs agencies to evaluate the effect of agency actions on trends in hunting participation and, where appropriate to address declining trends, implement actions that expand and enhance hunting opportunities for the public; consider the economic and recreational values of hunting in agency actions, as appropriate; manage wildlife and wildlife habitats on public lands in a manner that expands and enhances hunting opportunities, including through the use of hunting in wildlife management planning; work collaboratively with State governments to manage and conserve game species and their habitats in a manner that respects private property rights and state management authority over wildlife resources; establish short and long term goals, in cooperation with state and tribal governments, and consistent with agency missions, to foster healthy and productive populations of game species and appropriate opportunities for the public to hunt those species; ensure that agency plans and actions consider programs and recommendations of comprehensive planning efforts such as state Wildlife Action Plans, the North American Waterfowl Management Plan, and other range-wide management plans for big game and upland game birds;

seek the advice of state and tribal fish and wildlife agencies, and, as appropriate, consult with the Sporting Conservation Council and other organizations, with respect to the foregoing federal activities.

The Selected Alternative provides ample hunting opportunities and provides a range of motorized and non-motorized hunting opportunities taking into account the various methods of hunting.

Idaho Roadless Rule

The U.S. Department of Agriculture adopted a state-specific, final rule establishing management direction for designated roadless areas in the State of Idaho, on October 16, 2008. The final rule designates 250 Idaho Roadless Areas (IRAs) and establishes five management themes that provide prohibitions with exceptions or conditioned permissions governing road construction, timber cutting, and discretionary mineral development. This final rule supersedes the 2001 Roadless Area Conservation Rule (2001 Roadless Rule) for National Forest System (NFS) lands in the State of Idaho.

Travel management decisions are not affected by this rule as noted in section 294.26(a). Adjustments to NFS road inventories are made pursuant to the Travel Management rule (70 FR 68264). Section 294.26(a) of the Idaho Roadless Rule identifies that decisions concerning the future management and/or status of existing roads or trails in IRAs under this rule will be made during the applicable travel management processes. Forest Service responsible officials are already directed to coordinate with counties when engaged in travel management decision-making regarding designation or revision of NFS roads, trails, and areas on NFS land as directed in 36 CFR 212.53 of the Travel Management Rule.

The designations of roads, trails and areas for motor vehicle use within Idaho Roadless Areas in my decision are consistent with Idaho Roadless Area management themes. No new road or motorized trail construction would occur under any alternative.

Salmon-Challis National Forest Responsibilities to Federally Recognized Tribes

American Indian Tribes are afforded special rights under various federal statutes including: the National Historic Preservation Act (NHPA) of 1966 (as amended); the National Forest Management Act of 1976 (P.L. 4588); the Archaeological Resources Protection Act of 1979, and implementing regulations 43 CFR Part 7; the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990, and implementing regulations 43 CFR Part 10; the Religious Freedom Restoration Act of 1993 (P.L. 103141); and the American Indian Religious Freedom Act (AIRFA) of 1978. Federal guidelines direct federal agencies to consult with American Indian Tribal representatives who may have concerns about federal actions that may affect religious practices, other traditional cultural uses, as well as cultural resource sites and remains associated with American Indian ancestors. Any Tribe whose aboriginal territory occurs within a project area is afforded the opportunity to voice concerns for issues governed by NHPA, NAGPRA, or AIRFA.

Federal responsibilities to consult with Indian Tribes are included in the National Forest Management Act of 1976 (P.L. 4-588), Interior Secretarial Order 3175 of 1993 and Executive Orders 12875, 13007, 12866, and 13084

E.O. 12875 calls for regular consultation with tribal governments; and E.O. 13007 requires consultation with Indian Tribes and religious representatives on the access, use, and protection of Indian sacred sites. E.O. 12866 requires that federal agencies seek views of tribal officials before imposing regulatory requirements that might affect them; and E.O. 13084 provides direction regarding consultation and coordination with American Indian Tribes relative to fee waivers. E.O. 12898 directs federal agencies to focus on the human health and environmental conditions in minority and low-income communities, especially in instances where decisions may adversely impact these populations (see the “Environmental Justice” above). The 40 CFR 1500-1508 regulations of the NEPA invite American Indian Tribes to participate in forest management projects and activities that may affect them.

The Fort Bridger Treaty of July 3, 1868

The Fort Bridger Treaty of July 3, 1868 retained hunting and fishing rights to Shoshone–Bannock tribal members on “all unoccupied lands of the United States.” This right applies to all public domain lands that were reserved for National Forest System purposes that are presently administered by the Salmon- Challis National Forest. These rights are still in effect, and management actions recognize these rights. The reserved rights include hunting, fishing, and gathering. While the Treaty itself only specifies hunting, the lawsuit “State of Idaho vs. Tinno” established that any rights not specifically given up in the Treaty were, in fact, reserved by the Tribes.

Shoshone-Bannock Tribes Treaty Rights

The Fort Bridger Treaty of 1886 retains for the Shoshone – Bannock tribes off-reservation hunting and fishing rights on all public domain lands reserved for NFS purposes now administered by the SCNF. My decision will not interfere with Tribal members in exercising those rights. In my formal government to government consultation meeting with the Tribal Business Council on June 4, 2009, I committed to work with the Council to develop a mechanism for the Tribes to continue to exercise these off-Reservation Treaty rights in pursuit of traditional activities. During a July 27, 2009, staff-to-staff consultation, a mechanism was identified: When exercising off- reservation Treaty Rights, Tribal members must carry and present a valid Tribal identification card upon request by an authorized official. (Details of the consultation process are described in the 2009 FEIS p.1.28-1.29 and in Chapter 3 Cultural resources analysis).

The Nez Perce Treaty of 1855

Article 3, between the United States of America and the Nez Perce Tribe mutually agreed that the Nez Perce retain the right of “... taking fish at all usual and accustomed places in common with citizens of the Territory [of Idaho]; and of creating temporary buildings for curing, together with the privilege of hunting, gathering roots and berries, and pasturing horses and cattle...” These rights apply to all public domain lands that were reserved for NFS purposes that are presently administered by the SCNF. These rights are still in effect, and management actions recognize these rights.

The relationship of the U.S. Government with American Indian Tribes is based on legal agreements between sovereign nations. Portions of the SCNF are located within ceded lands of the Nez Perce Tribe. Ceded lands are federal lands on which the federal government recognizes that a tribe has certain inherent rights conferred by treaty.

Objection Opportunities and Implementation

This Draft Revised ROD and Final SEIS are subject to objection pursuant to 36 CFR 218, subparts A and B (Pre-Decisional Administrative Review). Objections will only be accepted from those who have previously submitted specific written comments regarding the proposed project during designated opportunities for public comment in accordance with §218.5(a). Issues raised in objections must be based on previously submitted, timely, specific written comments regarding the proposal unless based on new information arising after the designated comment opportunities.

A written objection must be submitted within 45 calendar days following the publication date of the legal notice of this opportunity to object in the *Recorder-Herald* Salmon, Idaho. All objections will be open to public inspection during the objection process. It is the responsibility of the objector to ensure their objection(s) is received in a timely manner. The publication date in the newspaper of record is the exclusive means for calculating the time to file an objection. Those wishing to object should not rely on date or timeframe information provided by any other source. The regulations prohibit extending the time to file an objection. Objections, including attachments, must be filed via mail, fax, email, hand-delivered, express delivery, or messenger service.

The objection must be filed with the objection reviewing officer in writing. The objection must contain the minimum requirements specified in §218.8(d) and incorporation of documents by reference is permitted only as provided in §218.8(b). At a minimum, the objection must include the following information (36 CFR 218.8(d)):

- The objector's name and address, with a telephone number if available;
- A signature, or other verification of authorship upon request (a scanned signature for electronic mail may be filed with the objection);
- When multiple names are listed on an objection, identification of the lead objector and verification of the identity of the lead objector must be provided upon request;
- The name of the proposed project for which the decision will be made,
- the name and title of the Responsible Official, and the name of the forest and/or ranger district on which the proposed project will be implemented; and
- A description of those aspects of the proposed project addressed by the objection, including specific issues related to the proposed project; if applicable, how the objector believes the environmental analysis or draft decision specifically violates law, regulation, or policy; suggested remedies that would resolve the objection; supporting reasons for the reviewing officer to consider; and
- A statement that demonstrates the connection between prior specific written comments on the particular proposed project or activity and the content of the objection, unless the issue is based on new information that arose after the opportunity for comment;

Written objections must be submitted to: Nora Rasure, Objection Reviewing Officer, Federal Building, 324 25th Street, Ogden, Utah 84401 (postal) or (801) 625-5277 (facsimile). The office business hours for those submitting hand-delivered comments are 8:00 a.m. to 4:30 p.m. Monday through Friday, excluding holidays. Electronic comments must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), and Word (.doc or .docx) to appeals-intermtn-regional-office@fs.fed.us.

Please type “SCNF Travel Planning and OHV Designation Project FSEIS” in the subject line for e-mail messages and facsimile and include your mailing address and phone number.

An automated response should confirm your electronic objection has been received. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

If an objection is received on this project, a 45 day objection review period will begin. Prior to a written response by the reviewing officer, the reviewing officer or the objector may request to meet to discuss issues raised in the objection and any potential resolution. The reviewing officer has the discretion to determine whether or not adequate time remains in the review period to make a meeting with the objector practical. All meetings are open to the public. If you are interested in attending any resolution discussions, please contact me, Charles A. Mark, Forest Supervisor, at (208) 756-5112.

Objections can be dismissed for a number of reasons including if they are not timely, if the project is not subject to objection, if the person did not comment in a timely or specific manner, if insufficient or illegible information was presented, if identity cannot be provided, if the objector withdraws the objection, or if the responsible official cancels the objection process. The responsible official can cancel the objection process if he feels the objection process should be re-initiated; for example, if he believes additional information to the EIS is needed to further understand the project.

At the end of the objection reviewing period the reviewing officer may consolidate objections and issue one response or may decide to issue a written response to each objection. The written response(s) will present the reasons for the response, but is not required to be a point-by-point response. It may contain instructions to the responsible official. The written response will be the final decision by the U.S. Department of Agriculture on the objections.

Once the reviewing officer has issued the response to the objections and the responsible official has followed any instructions contained in the written response, or if no objections are received, the responsible official may sign the final Revised ROD and implement the project without further legal notice of the decision. Interested and affected parties will be informed of the decision. The signing of the Revised ROD in accordance with 40 CFR 1506.10, may occur on, but not before, the 5th business day following the end of the objection filing period.

Contact Person

For additional information concerning this draft decision or the Forest Service objection process, contact Karen Gallogly, Salmon-Challis National Forest Headquarters, 1206 S. Challis Street, Salmon, ID 83467, (208) 756-5103, or email kgallogly@fs.fed.us.

Appendix A

Route Tables

The following tables list information for the preferred alternative including route number, route name, route type (road or trail), and seasonal open period. Based on public comments, the seasonal open periods have been simplified. “Trails open to all vehicles greater than 50 inches” (described in the DEIS have been modified to “Trails open to OHV”).

R = Road

Trails:

OHV = Open to vehicles greater than 50 inches

ATV = Open to vehicles less than 50 inches

2WL = Open to two-wheeled vehicles only

Open Period Codes for Roads and Trails

1 = January 1 through December 31 open year round

A = May 22 through September 7

B = July 1 through September 30

C = July 1 through November 15

D = May 22 through September 30

E = April 1 through December 14

Examples:

R1 = Road open year round

RB = Road open July 1 through September 30

ATVC = Trail open to ATVs and two-wheeled vehicles seasonally, July 1 through November 15

OHV1 = Trail open to vehicles greater than 50 inches year round

Roads and Trails for the Preferred Alternative by Ranger District

Leadore Ranger District

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
LEADORE RANGER DISTRICT ROADS			
60001	LONG CANYON	2.43	R1
60001-A	LONG CANYON SPUR A	3.22	R1
60002	MEADOW LAKE	2.65	R1
60003	LEMHI UNION	3.03	R1
60006	MILL CR	6.17	R1
60008	HAYDEN CREEK	3.57	R1
60009	BEAR VALLEY CREEK	4.64	R1
60010	HAYDEN CR - MILL CR	15.11	R1
60010-A	HAYDEN-MILL SPUR A	0.88	R1
60010-B	HAYDEN-MILL SPUR B	0.78	R1
60010-E	BATES G.	0.56	R1
60012	GRIZZLY	7.59	R1
60012-A	GRIZZLY SPUR A	0.53	R1
60013	LEMHI PASS	2.83	R1
60016	HAYNES BASIN	5.91	R1
60016-A	HAYNES BASIN SPUR A	1.40	R1
60068	COPPER QUEEN MINE	0.50	R1
60073	TOBIAS CR	0.81	R1
60096	BIG EIGHT MILE	4.74	R1
60096-A	BIG EIGHTMILE CG	0.14	R1
60104	JAKES CANYON	0.29	R1
60104-A	JAKES CANYON SPUR A	0.09	R1
60105	TIMBER CREEK	4.75	R1
60125	RELAY STATION	0.81	R1
60130	CRUIKSHANK	4.14	R1
60149	FLUME CREEK	12.26	RA
60149-A	FLUME CREEK SPUR A	0.34	RA
60152	BALDY BASIN	2.26	R1
60162	KADLETZ CREEK	2.99	R1
60172	MIDDLE FK TIMBER CREEK	2.33	R1
60172-A	M.FK. LITTLE TIMBER LWR CG	0.56	R1
60176	WILDCAT CREEK	0.57	R1
60177	HAWLEY DIVIDE	10.74	R1
60184	KENNEY WOOD ROAD	5.10	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60185	WARM SPRINGS	13.36	R1
60186	KENNEY CR	8.91	R1
60194	FORD CR	2.21	R1
60195	PAYNE CREEK	2.75	R1
60199	BASIN CR	1.08	R1
60205	MOLLIES GULCH	0.47	R1
60207	STONE RESERVOIR C.G.	0.31	R1
60211	DEER CREEK	0.75	R1
60212	NEZ PERCE SPR	2.70	R1
60222	LITTLE BEAR C.G.	0.06	R1
60223	HAWLEY CR C.G.	0.20	R1
60251	BRUCE CANYON	0.42	R1
60275	HAWLEY CR	1.93	R1
60279	RESERVOIR ROAD	1.19	R1
60303	LITTLE EIGHTMILE	0.97	R1
60306	PORTLAND MTN	2.33	R1
60350	HAYNES CR	0.13	R1
60427	K MTN ROAD	4.80	R1
60452	WRIGHT CR	1.03	R1
60704	BEAR VALLEY HORSE CAMP	0.19	R1
60705	BEAR VALLEY CAMPGROUND	0.17	R1
64004	BIG EIGHT - LEE	2.94	R1
64004	BIG EIGHT - LEE	1.62	RA
64011	RAY MINE	1.61	R1
64012	BLUE JAY MINE	3.73	R1
64014	EVERTS	1.82	R1
64015	SWAN BASIN	4.29	R1
64015-A	SWAN SPUR A	0.45	R1
64015-B	SWAN SPUR B	0.18	R1
64016	BROWN BULL	3.52	R1
64017	HILLTOP	2.61	R1
64018	MEADOW CREEK	1.69	R1
64019	LITTLE BEAR	3.42	R1
64020	WHEETIP	2.07	R1
64026	WHIMPEY CREEK	5.16	R1
64027	SOURDOUGH CONNECTOR	0.75	R1
65005	HOT SPRINGS	0.00	R1
65005	HOT SPRINGS	0.94	R1
65030	UPPER WITHINGTON	1.91	R1
65031	WITHINGTON CR	4.15	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
65041	HARMONY MINE	2.38	R1
U142625A		0.15	R1
U152534A		0.21	R1
U162402A		0.16	R1
U172325A		0.48	R1
U172325B		0.52	R1
U172523A		1.22	R1
U172622A3		0.07	R1
U172735B		0.43	R1
U182236E		0.77	R1
U192401A32		0.20	R1
U192506B		0.26	RA
U192514H		0.57	R1
U202333A		0.89	R1
U202507H		0.73	R1
LEADORE RANGER DISTRICT TRAILS			
4076	SNOW BANK	0.77	2WL1
60199	BASIN CR	1.44	OHV1
60206	DAIRY CR	2.48	OHV1
60496	EVERSON CREEK	3.26	OHV1
60497	STROUD CREEK	3.05	OHV1
6096	HAYNES	1.75	2WL1
6096	HAYNES	1.31	ATV1
6099	WAY 91	2.08	ATV1
6111	CONTINENTAL DIVIDE NST	0.84	OHV1
6118	CAROL CREEK	2.49	2WLA
6119	CHENEY	3.05	2WL1
6127	CABIN CREEK	3.33	2WL1
6178	BASIN CREEK-HIGH	5.83	2WL1
6179	BEAR VALLEY LAKES NRT	5.45	2WL1
6179.1	UPPER BEAR VALLEY LAKES	1.11	2WL1
6180	HAYDEN CREEK	9.55	2WLA
6183	BIG EIGHTMILE	1.88	2WL1
6183	BIG EIGHTMILE	3.45	ATV1
6183.1	BIG TIMBER CREEK	9.04	2WL1
6184	ROCKY CREEK	4.40	2WL1
6185	PATTERSON	5.93	ATV1
6187	MIDDLE FORK LITTLE TIMBER CR.	3.44	2WL1
6233	MULKEY CREEK	1.85	2WL1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
6341	BIG EIGHTMILE LAKE	0.63	ATV1
6343	ROCKY CANYON	2.96	2WL1
64025	GOLDSTONE PASS	2.77	ATV1
U132720A		0.39	ATV1
U132721A		1.52	ATV1
U132728A		0.43	ATV1
U132729A		0.66	ATV1
U132730A		1.03	ATV1
U141-08B		0.41	OHV1
U142730A		2.69	ATV1
U152425A		1.29	ATV1
U152535A		1.96	ATV1
U162501A		4.55	OHVC
U162602A		1.54	OHVC
U162606A		0.78	OHVC
U162615A		0.75	OHV1
U162615B		0.21	OHV1
U162622A		0.58	OHV1
U162719B		0.31	OHV1
U172030E		2.43	OHV1
U172622B		0.22	OHV1
U172622F		1.66	OHVC
U172635A		2.71	OHVC
U172718A		1.25	OHV1
U172728B		1.12	OHV1
U172729A		2.13	ATVC
U172733A		5.14	OHV1
U172733B		3.26	OHV1
U202411B		0.67	ATV1
U202415A		0.49	ATV1
U212423C		1.44	ATV1

Lost River Ranger District

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
LOST RIVER RANGER DISTRICT ROADS			
40002	UNCLE IKE	0.39	R1
40043	CORRAL CANYON	1.01	R1
40098	FAIRVIEW G.S.	0.19	R1
40101	SAWMILL CANYON	8.92	R1
40102	SQUAW CREEK	7.44	R1
40103	BULL CREEK	1.05	R1
40104	REDROCK LOOP	4.35	R1
40105	TIMBER CREEK	2.11	R1
40116	DOUBLESPRINGS	5.12	R1
40121	BIG CREEK	1.64	R1
40122	PASS CREEK	10.48	R1
40123	BULL CR. SPUR	0.08	R1
40124	CEDARVILLE CANYON	1.32	R1
40125	ARCO PASS	7.08	R1
40126	DEEP CREEK	0.53	R1
40127	UPPER CEDAR CR.	0.20	R1
40128	NO FK BIG LOST R	13.06	R1
40134	KANE CREEK	4.77	R1
40135	COPPER BASIN	35.74	R1
40136	WILDHORSE	9.53	R1
40137	ANTELOPE CREEK	7.49	R1
40138	COPPER BASIN LOOP	17.17	R1
40140	PARK CREEK	1.07	R1
40142	BURMA ROAD	10.72	R1
40144	ALDER CREEK	10.17	R1
40148	BADGER CREEK	0.40	R1
40149	SUMMERHOUSE CANYON	1.66	R1
40156	PARK CR C G	0.19	R1
40157	NORTH CREEK	0.31	R1
40162	CASKEY ROAD	0.16	R1
40163	FISHING ACCESS	0.69	R1
40168	BIG FALL CREEK	0.22	R1
40171	MILL CREEK LAKE	0.78	R1
40192	CORRAL CR. COW CAMP	0.58	R1
40194	CAMP CR. MINE	1.11	R1
40194-A	CAMP CREEK MINE	1.44	R1
40205	LEHMAN CREEK	4.21	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40207	WINDY DEVIL	2.98	R1
40208	TRAIL CREEK ROAD	10.57	R1
40210	MARSH CANYON	1.24	R1
40211	BLAZE CANYON	1.68	R1
40214	SANDS CANYON - BIRD CANYON	4.87	R1
40216	BEAR CANYON	0.38	R1
40217	ANTELOPE G.S.	0.09	R1
40218	LEAD BELT CREEK	5.54	R1
40220	LEFT FORK IRON BOG	2.99	R1
40221	RIGHT FORK IRON BOG	4.06	R1
40223	DRY FORK CR	2.72	R1
40223-B	DRY FORK, WEST SPUR	0.42	R1
40228-A	SHEEP CR SPUR A	1.29	R1
40270	MUD LAKE	0.19	R1
40273	ELBOW CANYON	2.56	R1
40275	BRIGGS CANYON	1.45	R1
40276	RAMSHORN CANYON	1.48	R1
40277	DEER CREEK	2.39	R1
40278	DEER CREEK PASS	0.03	R1
40279	BIRCH SPRINGS	0.76	R1
40393	COPPER BASIN G.S. LOOP	0.21	R1
40402	FOSS MTN.	1.87	R1
40403	BLACK CR.	1.01	R1
40404	CEDAR RUN	0.74	R1
40405	WILLIAMS CR.	1.59	R1
40410	BURNT CR. JEEP ROAD	1.54	R1
40411	SAWMILL GULCH	1.70	R1
40416	WET CR.	1.12	R1
40417	COAL CR.	0.62	R1
40420	BEAR MTN.	0.02	R1
40421	LEFT FORK ELBOW CANYON	2.05	R1
40422	TIMBER CR C G	0.46	R1
40423	ROCKY CANYON	1.38	R1
40424	SLIDE CREEK	0.12	R1
40427	CAVE GULCH	0.22	R1
40429	METHODIST CR.	1.66	R1
40430	BEAR CR.	1.08	R1
40431	VAN DORN CANYON	2.39	R1
40432	VAN DORN CUTOFF	0.67	R1
40432-A	VAN DORN CUTOFF SPUR A	0.57	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40434	LONG LOST CR	3.66	R1
40435	FOWLER SPRING	0.37	R1
40441	SOUTH CAMP CR. MINES	2.09	R1
40444	BARTLETT BURNT	2.01	R1
40446	CABIN FORK	4.30	R1
40449	WARM CR.	0.89	R1
40451	HORSE LAKE	0.11	R1
40459	NORTH REDROCK	0.46	R1
40460	REDROCK SPUR	0.69	R1
40471	CABIN CR.	0.52	R1
40472	RAMEY CR	1.82	R1
40473	CHIMNEY GULCH	1.42	R1
40474	RIO GRANDE	0.89	R1
40475	PARK CANYON	0.00	R1
40476	MILLER CANYON	2.23	R1
40477	HUNTER CR.	1.23	R1
40478	WILDHORSE C G	0.33	R1
40482	KANE FLAT	1.64	R1
40482-A	KANE FLAT SPUR A	0.54	R1
40482-B	KANE FLAT SPUR B	1.01	R1
40483	STARHOPE CAMPGROUND	0.26	R1
40485	EAST FK. RIVER ACCESS	1.30	R1
40487	RIDER CR.	0.22	R1
40490	LEHMAN BASIN	3.20	R1
40491	LEHMAN RIDGE	4.52	R1
40492	HORSE WALLOW	0.95	R1
40493	CORRAL CR. - WEST NAVARRE	1.10	R1
40495	EAST FORK NAVARRE	2.33	R1
40496	BLACK DAISY CANYON	1.17	R1
40497	BIG LOST RIVER ACCESS	0.33	R1
40498	MAHOGANY GULCH	0.87	R1
40499	PHI KAPPA C G	0.27	R1
40500	LOWER CEDAR CR.	0.94	R1
40500-A	LOWER CEDAR CREEK	0.38	R1
40501	PHI KAPPA MINE	1.61	R1
40502	LITTLE FALL CR.	3.37	R1
40503	FALL CR.	0.25	R1
40506	STEEP CLIMB MINE	0.70	R1
40507	BROAD CANYON	0.17	R1
40508	STAR HOPE	4.46	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40510	MULDOON CANYON	4.52	R1
40511	GREEN LAKE	2.34	R1
40512	BELLAS CANYON	0.21	R1
40513	COPPER BASIN MINE	2.50	R1
40514	ANDERSON CANYON	1.49	R1
40515	THE SWAMPS	1.47	R1
40516	STEWART CANYON	0.93	R1
40517	MAMMOTH CANYON	2.79	R1
40518	WEST FK. FISHING ACCESS	0.91	R1
40519	CORRAL CR., D-4	0.09	R1
40521	CHERRY CR.	3.17	R1
40522	SMILEY MEADOWS	1.65	R1
40523	QUIGLEY BEAR LOOP	5.68	R1
40524	COPPER BASIN GS	0.08	R1
40525	BIG BLIND CANYON	0.98	R1
40527	DEER BASIN	1.85	R1
40528	JAGGLES CANYON	1.30	R1
40531	DARLINGTON RD.	1.01	R1
40532	CLIFF CREEK	2.82	R1
40533	BRIGGS CANYON RIGHT FORK	1.33	R1
40533-A	BRIGGS CANYON SPUR	1.09	R1
40534	ARCO PASS, WEST FORK	2.12	R1
40539	LORISTICA	0.41	R1
40539	LORISTICA	1.45	R1
40554	BULLION CANYON	1.74	R1
40557	HOWE PEAK	5.05	R1
40559	JUMPOFF PEAK	5.55	R1
40560	HOWE PEAK RIDGE	2.20	R1
40560	HOWE PEAK RIDGE	0.27	R1
40561	WOOD CANYON	5.01	R1
40562	WOOD CANYON, SPUR #1	0.68	R1
40563	WOOD CANYON, SPUR #2	0.75	R1
40566	HORSETHIEF CANYON	3.99	R1
40566-B	HORSETHIEF, SPUR 2	0.49	R1
40569	HORSETHIEF, SPUR 3	0.81	R1
40570	IRON CREEK	1.19	R1
40571	HORSETHIEF, SPUR #5	1.10	R1
40572	HORSETHIEF, SPUR #6	0.68	R1
40575	DRY CANYON, ANTELOPE	2.33	R1
40577	LEADBELT MINE	0.36	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
4059	HIGHLINE	0.69	R1
40590	MIDDLE BROWN CANYON	0.09	R1
40594	VAN DORN SPUR	1.75	R1
40595	OLD IRON BOG C. G.	0.04	R1
40597	KANE-KAPPA ROAD	2.87	R1
40601	MILLER - BEAR	2.82	R1
40603	ROCK CREEK	1.29	R1
40607	IRON BOG CG	0.44	R1
40616	NORTH FORK CEDARVILLE	2.63	R1
40617	HOWE PEAK SPUR	1.28	R1
40618	DRY FORK SPUR A	1.82	R1
40619	CAVE ROCK RIDGE	3.01	R1
40620	DRY CANYON SPUR A	0.42	R1
40622	PHI KAPPA CREEK	0.15	R1
40623	WEST FORK FISHING ACCESS SPUR	0.23	R1
40625	KANE FLAT SPUR B	0.67	R1
40628	EAST FORK RIVER ACCESS SPUR	1.00	R1
40629	BIG LOST FISHING ACCESS SPUR	0.85	R1
40631	H.E.S. 507 ACCESS	0.40	R1
40632	DRY CANYON	0.63	R1
40633	POLE CREEK	0.28	R1
40647	LITTLE BOONE	0.87	R1
4066	KANE LAKE	0.06	R1
40661	ROCK CR. SPUR	1.73	R1
40663	WILLOW CR. SPUR 1	1.92	R1
40665	FREIGHTER SPUR 2	1.70	R1
40666	ROCK CR. DAM	0.53	R1
40668	FREIGHTER SPUR 4	0.23	R1
40670	WILLOW CR. SPUR 2	1.04	R1
40671	WILLOW CR. SPUR 3	0.25	R1
40672	WILLOW CR. SPUR 4	0.11	R1
40674	WILLOW CR. SPUR 6	0.38	R1
40675	WILLOW CR. SPUR 7	0.45	R1
40676	WILLOW CR. SPRING	0.99	R1
40679	WILLOW CR. SPUR 10	0.31	R1
40680	WILLOW CR. SPUR 11	0.12	R1
40684	CLARK CANYON	0.75	R1
40685	CLARK CANYON SPUR	0.23	R1
40686	KING BORDER ROAD	1.17	R1
40687	KING CANYON ROAD (HANG GLIDER)	1.44	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40689	BIG SPRING	0.36	R1
40701	ARENTSON SPUR 1	0.44	R1
40704	ANDERSON CANYON	0.60	R1
40705	RAMSHORN CANYON SPUR 1	0.68	R1
40706	RAMSHORN CANYON SPUR 2	0.14	R1
40708	COMBE CANYON	0.76	R1
40711	EAST CANYON	0.23	R1
40712	MAHOGANY	0.86	R1
40713	NORTH FORK SPUR 1	1.47	R1
40714	NORTH FORK SPUR 2	0.45	R1
40729	SAND CANYON	0.63	R1
40730	CHARCOAL CREEK	1.90	R1
40731	SMELTER CANYON	1.53	R1
40733	MAGPIE SPRINGS	2.17	R1
40735	MEADOW CREEK	0.71	R1
40900	PETE-JONES	1.10	R1
U032311A		0.30	R1
U032313B		0.37	R1
U032321A		0.04	R1
U032323A		1.17	R1
U042222A		0.10	R1
U042314A		0.47	R1
U042314B		0.65	R1
U042322D		0.43	R1
U042323A		0.09	R1
U042323B		0.10	R1
U042324C		0.16	R1
U042334A		0.02	R1
U052211B		1.49	R1
U052314A		0.27	R1
U052323A		1.46	R1
U052701B		0.31	R1
U052701C		0.21	R1
U052711C		0.74	R1
U052817A		0.34	R1
U052826C		0.25	R1
U061903B		0.14	R1
U061909B		0.16	R1
U061909C		0.36	R1
U061909D		0.19	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U061917B		0.06	R1
U062005A		0.94	R1
U062005B		0.09	R1
U062008A		0.02	R1
U062009A		0.23	R1
U062009B		0.04	R1
U062016B		0.46	R1
U062016BQ		0.02	R1
U062016C		0.28	R1
U062016D		0.01	R1
U062016G		0.02	R1
U062016H		0.05	R1
U062016J		0.07	R1
U062016K		0.02	R1
U062301A		0.28	R1
U062301B		0.22	R1
U062310A		0.19	R1
U062313B		2.99	R1
U062314A		0.52	R1
U062314B		0.20	R1
U062704A		0.14	R1
U062723A		0.13	R1
U062723B		0.12	R1
U071816A		0.02	R1
U071915A		0.02	R1
U071926A		0.04	R1
U072020B		0.03	R1
U072030A		0.02	R1
U072033B		0.13	R1
U072033C		0.22	R1
U072033D		0.04	R1
U072208E		0.22	R1
U072217A		0.13	R1
U072217B		0.39	R1
U072217C		0.61	R1
U072321A		2.26	R1
U072324A		0.20	R1
U072324B		0.12	R1
U072326C		0.59	R1
U072328A		1.17	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U072336A		0.35	R1
U072336B		0.31	R1
U072336D		0.39	R1
U072336E		0.10	R1
U072336F		1.08	R1
U072336G		0.07	R1
U072403		0.06	R1
U072430A		1.14	R1
U072430B		0.30	R1
U072609A		0.06	R1
U072908B		0.11	R1
U072908D		1.61	R1
U082516A		0.34	R1
U082516B		0.13	R1
U082516C		0.91	R1
U082534D		0.02	R1
U082534E		0.09	R1
U082535A		1.49	R1
U082535D		0.07	R1
U082535E		0.10	R1
U082601A		0.16	R1
U082718A		1.20	R1
U092203A		1.01	R1
U102228A		0.32	R1
U102705A		1.14	R1
U102705C		0.01	R1
U102715C		0.11	R1
U112502A		0.17	R1
U122606A		0.35	R1
U122606B		0.04	R1
U122607A		0.06	R1
U122607B		0.04	R1
U122607C		0.04	R1
U122607D		0.06	R1
U122616A		0.18	R1
U122616B		0.03	R1
U122618B		0.03	R1
U122618C		0.06	R1
U122618D		0.02	R1
U122618E		0.02	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U122621A		0.02	R1
U132631D		0.20	R1
U132631E		0.02	R1
U141-19KA		0.08	R1
U141-19KR		0.19	R1
U141-19KZ		0.05	R1
U141-19L		0.15	R1
U141-19LM		0.02	R1
U141-19MF		0.09	R1
U141-19MG		0.12	R1
U141-19MH		0.06	R1
U141-19MT		0.14	R1
U141-19PL		0.03	R1
U141-19PT		0.07	R1
U141-19PX		0.04	R1
U141-19PZ		0.11	R1
U141-19XP		0.28	R1
U141-19YA		0.65	R1
U141-19YB		0.06	R1
U141-19YC		0.05	R1
U141-20HW		0.52	R1
U200		0.20	R1
U201		0.40	R1
U203		0.94	R1
U207		0.12	R1
U52-01CC		0.31	R1
U52-01EE		0.18	R1
U55-01E		0.15	R1
U57-01A		0.08	R1
U57-03B		0.04	R1
U57-03D		0.05	R1
U57-03E		0.03	R1
U57-03F		0.07	R1
U59-05J		0.33	R1
U59-06A		1.67	R1
U59-11B		0.37	R1
U63-01D		0.50	R1
U63-01E		0.13	R1
U63-01G		0.23	R1
U80-1		0.08	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U80-19		0.36	R1
U80-20		0.16	R1
U80-3		0.27	R1
U-LF-062		0.04	R1
U-LR-22		0.10	R1
U-LR-F-001		0.22	R1
U-LR-F-009		0.10	R1
U-LR-F-010		0.16	R1
U-LR-F-020		0.11	R1
U-LR-F-023		0.10	R1
U-LR-F-024		0.45	R1
U-LR-F-026		0.28	R1
U-LR-F-032		0.12	R1
U-LR-F-033		0.20	R1
U-LR-F-035		0.05	R1
U-LR-F-036		0.04	R1
U-LR-F-037		0.09	R1
U-LR-F-038		0.10	R1
U-LR-F-039		0.40	R1
U-LR-F-041		0.15	R1
U-LR-F-044		0.04	R1
U-LR-F-046		0.09	R1
U-LR-F-048		0.06	R1
U-LR-F-049		0.14	R1
U-LR-F-050		0.07	R1
U-LR-F-051P		0.04	R1
U-LR-F-053		0.08	R1
U-LR-F-066		0.43	R1
U-LR-F-067		1.10	R1
U-LR-F-089		0.11	R1
U-LR-F-094		0.08	R1
U-LR-F-096		0.05	R1
U-LR-F-097		0.07	R1
U-LR-F-100		0.09	R1
U-LR-F-102		0.27	R1
U-LR-F-105		0.01	R1
U-LR-F-108		0.19	R1
U-LR-F-109		0.10	R1
U-LR-F-109A		0.01	R1
U-LR-F-111		0.16	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U-LR-F-117		0.14	R1
U-LR-F-118		0.29	R1
U-LR-F-119		0.02	R1
U-LR-F-120		0.11	R1
U-LR-F-124		0.12	R1
U-LR-F-128		0.22	R1
UR-LR-A001		0.11	R1
UR-LR-A003		0.09	R1
UR-LR-A005		0.02	R1
UR-LR-A006		0.08	R1
UR-LR-A007		0.38	R1
UR-LR-A008		0.30	R1
UR-LR-A009		0.12	R1
UR-LR-A010		0.09	R1
UR-LR-A011		0.16	R1
UR-LR-A012		1.14	R1
UR-LR-A012B		0.21	R1
UR-LR-A014		0.06	R1
UR-LR-A015		0.14	R1
UR-LR-A019		0.10	R1
UR-LR-A027		0.17	R1
UR-LR-A028		0.08	R1
UR-LR-A029		0.08	R1
UR-LR-A034		0.06	R1
UR-LR-A039		0.07	R1
LOST RIVER RANGER DISTRICT TRAILS			
40103	BULL CREEK	0.68	2WL1
40104	REDROCK LOOP	1.99	ATV1
40105	TIMBER CREEK	2.75	ATV1
40143	NAVARRO	0.43	ATV1
40157	NORTH CREEK	7.40	ATV1
40168	BIG FALL CREEK	1.82	ATV1
40193	VAN DORN SPUR	1.13	ATVA
40214	SANDS CANYON - BIRD CANYON	6.01	ATVA
40270	MUD LAKE	1.38	ATV1
40277	DEER CREEK	3.15	ATV1
40402	FOSS MTN.	2.38	ATV1
40424	SLIDE CREEK	0.72	ATV1
40431	VAN DORN CANYON	4.26	ATVA
40438	MORMON GULCH MINE	0.98	ATV1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40442	NORTH CR. CLAIMS	0.71	ATV1
40443	SOUTH CR.	3.55	ATV1
40444	BARTLETT BURNT	1.64	ATV1
40445	BARTLETT CREEK	0.85	ATV1
40449	WARM CR.	5.95	ATV1
40495	EAST FORK NAVARRE	1.59	ATV1
40516	STEWART CANYON	0.91	ATV1
4054	PHI KAPPA	1.37	ATV1
4055	BURNT ASPEN	6.04	2WL1
4055	BURNT ASPEN	0.08	OHV1
40554	BULLION CANYON	0.18	ATV1
40559	JUMPOFF PEAK	3.17	ATV1
4056	WILDHORSE LOOKOUT	3.50	ATV1
40562	WOOD CANYON, SPUR #1	0.77	ATV1
40573	HORSETHIEF, SPUR #7	0.78	ATV1
40599	LITTLE BURNT	1.15	ATV1
4063	LITTLE KANE CREEK	1.31	ATV1
4064	LAKE CREEK	8.56	ATV1
4064.1	ROUGH LAKE CUTOFF TRAIL	0.04	ATV1
4064.2	LONG LAKE CUTOFF TRAIL	0.73	ATV1
4064.3	GOLDEN LAKE CUTOFF TRAIL	1.10	ATV1
4069	SAWMILL CANYON	0.99	OHV1
4070	CORRAL-STEWART	7.78	ATV1
40709	BLACK CANYON	1.74	ATV1
40736	ARCO PASS SPUR	0.61	ATV1
40736	ARCO PASS SPUR	1.60	ATV1
4076	SNOW BANK	11.65	2WL1
4076	SNOW BANK	1.27	ATV1
4078	SOUTH FORK BIG CREEK-IRON CR.	2.11	2WL1
4079	BIG GULCH	1.40	2WLB
4080	BEAR CANYON-SAWMILL	3.55	2WL1
4091	SWAUGER LAKE	5.20	2WL1
4092	BEAR-WET CREEK TRAIL	3.69	2WLB
4094	BLACKTAIL/MUD LAKE	6.53	ATV1
4137	TIMBER CREEK	2.08	ATV1
4177.02	SUMMERHOUSE CANYON	0.80	ATVB
4192	MUD LAKE CANYON	1.42	ATV1
4193	IRON CREEK POINT	0.51	2WLB
4341	UNCLE IKE	4.20	ATV1
4343	NATURAL ARCH	0.09	OHV1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
4347	TRAIL CREEK-CHERRY CREEK	5.24	ATVA
6127	CABIN CREEK	0.01	2WL1
T-LR-A003		0.11	ATV1
U032303A		0.07	OHV1
U042322C		0.14	OHV1
U042327D		0.20	OHV1
U052102B		0.19	OHV1
U052110B		1.00	OHV1
U052113A		0.06	OHV1
U052113B		0.49	OHV1
U052123A		0.80	OHV1
U052123B		0.24	OHV1
U052229A		0.15	ATV1
U052310A		0.70	ATVA
U052314A		0.32	ATVA
U052333A		0.55	ATV1
U052711A		0.84	OHV1
U061917A		0.72	ATV1
U062016I		0.06	OHV1
U062021A		0.06	OHV1
U062021B		0.04	OHV1
U062021C		0.01	OHV1
U062021D		0.01	OHV1
U062021E		0.02	OHV1
U062021F		0.05	OHV1
U062021G		0.03	OHV1
U062021H		0.04	OHV1
U062029A		0.06	OHV1
U062123B		0.77	OHV1
U062126C		0.26	OHV1
U062126E		0.66	OHV1
U062135A		0.33	OHV1
U062426A		1.88	ATV1
U062427B		0.93	ATV1
U062833A		1.22	ATV1
U072331A		3.55	ATV1
U082126A		0.76	OHV1
U082611A		0.71	OHV1
U082625A		0.42	ATV1
U102722A		0.58	OHV1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U141-09Z		0.20	OHV1
U141-19NJ		0.11	OHV1
U141-19PM		0.05	OHV1
U141-19VF		0.13	OHV1
U141-19VU		0.05	OHV1
U141-19VZ		0.02	OHV1
U141-19VZS		0.02	OHV1
U53-01F		0.24	OHV1
U53-06C		0.18	ATV1
U59-11B		0.19	OHV1
U60-03G		0.20	OHV1
U60-03I		0.09	OHV1
U60-03L		0.30	OHV1
U64-02L		1.20	ATV1
U80-6		0.32	ATV1
U-LF-059		0.03	OHV1
U-LRATV031		0.09	ATV1
U-LR-F-004		1.45	OHV1
U-LR-F-018		1.11	OHV1
U-LR-F-019		0.16	OHV1
U-LR-F-056		0.06	OHV1
U-LR-F-060		0.68	OHV1
U-LR-F-069		0.05	OHV1
U-LR-F-075		0.08	OHV1
U-LR-F-076		0.19	OHV1
U-LR-F-078		0.11	OHV1
U-LR-F-118		0.15	OHV1
U-LR-TF001		0.38	2WL1
U-LR-TF001		0.43	OHV1
UR-LR-A035		0.04	OHV1
UR-LR-A040		0.12	OHV1

Middle Fork Ranger District

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
MIDDLE FORK RANGER DISTRICT ROADS			
40001	BEAVER CR C G	0.23	R1
40003	CAPE HORN LAKE	1.04	R1
40004	INDIAN SPRINGS	10.19	R1
40005	PINYON PEAK	1.12	R1
40006	PIONEER CREEK	0.46	R1
40007	LOON CR	4.32	R1
40008	BEAVER CREEK	20.62	R1
40009	HARLAN CREEK	2.63	R1
40010	SEAFOAM CR	4.90	R1
40010-A	SEAFOAM GUARD STATION	0.09	R1
40011	GREYHOUND RIDGE	3.51	R1
40012	SHEEP MOUNTAIN	9.94	R1
40015	LOVENEST MINE	0.36	R1
40018-A	SEAFOAM MINE, SPUR A	0.63	R1
40027	ASHER CR.-KNAPP CR.	4.27	R1
40053	LOLA CREEK CAMPGROUND	0.28	R1
40068	PARKER MTN.	4.96	R1
40068-A	PARKER MTN. SPUR	0.06	R1
40083	LOLA CREEK	1.54	R1
40086	SLEEPING DEER	23.20	R1
40087	SOUTH FORK C G	0.63	R1
40088	FLY CREEK PT LOOKOUT	0.56	R1
40100	BULL TROUT LAKE	0.79	R1
40158	BOY SCOUT CAMP	2.28	R1
40160	LANGER PEAK ACCESS	1.57	R1
40172	BEAVER-LOON	38.01	R1
40174	FELTHAM PEAK	0.43	R1
40177	DEADFALL CR.	1.61	R1
40195	SWAMP CREEK	1.66	R1
40197	GRANITE REST STOP	0.10	R1
40199	FLAT CREEK	3.87	R1
40200	CAPE HORN FRONTAGE	1.63	R1
40203	MARSH CREEK	7.22	R1
40209	CAPE HORN CR. ACCESS	1.64	R1
40280	HALSTEAD CR. TRAIL HEAD	0.07	R1
40281	WAGON TOWN REST STOP	0.06	R1
40285	RAPID RIVER	0.54	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40287	JOSEPHUS LAKE C G	0.11	R1
40290	SHEEP DRIVEWAY RD.	4.56	R1
40291	VALLEY CR. RIDGE	0.04	R1
40293	CAPE HORN - DRY CREEK	4.30	R1
40294	DRY CR. RIDGE	2.52	R1
40295	DRY CR. SPUR #1	2.54	R1
40296	DRY CR. POLE RD.	1.23	R1
40297	JONES RANCH	1.05	R1
40298	FLAT CR. MEADOW	1.04	R1
40299	CAPE HORN JEEP RD.	0.17	R1
40302	SHEEP CAMP	0.19	R1
40303	CAPEHORN BORROW	0.22	R1
40317	FIR CR. TRANSFER CAMP	0.20	R1
40331	THATCHER CREEK MINE	2.16	R1
40335	TIN CUP C G	0.22	R1
40335-A	TIN CUP CG SPUR A	0.05	R1
40336	PHILLIPS CR TRAIL HEAD	0.04	R1
40344	CAPE HORN GS	1.14	R1
40346	ASHER CR. POLE RD.	0.75	R1
40349	ASHER CREEK SPUR 2	2.77	R1
40350	ASHER CR. SPUR 1	1.16	R1
40351	BOY SCOUT CUTOFF	0.82	R1
40352	FISH TRAP	0.11	R1
40354	WINNEMUCCA JEEP RD.	1.91	R1
40358	RAT CR. TRANSFER	0.11	R1
40359	MONTE CRISTO C.G.	0.06	R1
40360	MAYFIELD TRANSFER	0.06	R1
40364	LOST PACKER	0.47	R1
40365	NEWMAN BORROW	0.65	R1
40504	BOUNDARY CR- TRANSFER	0.10	R1
40535	MAHONEY SPRING C.G.	0.43	R1
40540	NORTH FORK ELKHORN CREEK	3.49	R1
40541	VADER CR. REST STOP	0.10	R1
40542	THATCHER CR. C.G.	0.20	R1
40543	THATCHER CR. O.L.	0.03	R1
40544	BANNER CR. REST STOP	0.09	R1
40545	BENCH CR. REST STOP	0.17	R1
40546	SUMMIT REST STOP	0.28	R1
40549	BOUNDARY CR. CAMPGROUND	0.22	R1
40550	ARTILLERY DOME	14.78	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
40553	DAGGER FALLS C.G.	0.69	R1
40558	PISTOL CREEK SPRINGS	0.38	R1
40568	DAGGER-BOUNDARY	2.54	R1
40568	DAGGER-BOUNDARY	7.55	R1
40579	STANLEY-LANDMARK ROAD	3.03	R1
40584	COUGAR MINE ROAD	2.45	R1
40608	DAGGER FALLS CG	0.11	R1
40610	DRY CREEK_SPUR 2	0.86	R1
40656	COPPER MTN.	2.59	R1
U121023B		0.20	R1
U121103B		0.16	R1
U121103D		0.07	R1
U121103E		0.23	R1
U121103F		0.08	R1
U121103H		0.06	R1
U121123C		0.31	R1
U121123D		0.30	R1
U121123E		0.44	R1
U121123F		0.12	R1
U121123H		0.05	R1
U121124A		0.25	R1
U121125A		0.24	R1
U121205A		0.44	R1
U121206A		0.21	R1
U121218A		0.77	R1
U121220C		0.17	R1
U121230A		0.49	R1
U131219A		0.01	R1
U141-19HJ		0.09	R1
U141204A		0.47	R1
MIDDLE FORK RANGER DISTRICT TRAILS			
4024	IRON-LOLA CREEK	9.34	2WL1
4026	SWAMP CREEK	4.55	2WL1
4032	HAY-KNAPP CREEK	4.87	2WL1
4032	HAY-KNAPP CREEK	5.53	ATVB
4033	BEAVER-TRAIL CREEK	2.01	2WLB
4034	KNAPP CREEK CUTOFF	1.35	ATVB
4035.03	WINNEMUCCA CREEK	5.46	2WLB
4039	VALLEY CREEK	0.06	ATV1
U121024E		0.12	OHV1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U121024F		0.17	OHV1
U121102E		1.17	OHV1
U121103A		0.12	OHV1
U131125A		0.13	OHV1
U131125B		0.20	OHV1
U131125C		0.46	OHV1
U131125D		0.13	OHV1
U131219B		0.09	OHV1
U131219C		0.12	OHV1
U131230A		0.16	OHV1
U131230B		0.05	OHV1

North Fork Ranger District

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
NORTH FORK RANGER DISTRICT ROADS			
60004	HORSE CR RIDGE	0.51	R1
60005	SAGE - HULL CR	17.74	R1
60007	DEEP CR - FISHERMAN WAY	0.14	R1
60020	RIDGE ROAD	0.07	R1
60023	STORMY PEAK	0.37	R1
60023	STORMY PEAK	6.96	RA
60030	SALMON RIVER	46.06	R1
60032	PINE CR	7.11	R1
60032	PINE CR	3.80	RA
60032-A	PINE CREEK SPUR A	0.34	R1
60034	E INDIAN CREEK	6.39	R1
60034-A	E INDIAN CR SPUR A	0.61	R1
60035	INDIAN PEAK	4.71	R1
60035-A	INDIAN PEAK SPUR A	0.96	R1
60036	INDIAN CREEK	7.69	R1
60037	DONNELLY GULCH	1.11	R1
60037	DONNELLY GULCH	0.80	RA
60038	SPRING CREEK	17.34	R1
60039	SQUAW CREEK	4.75	R1
60040	MARLIN SPRING	11.22	R1
60040-A	MARLIN SPR SPUR A	0.20	R1
60040-B	MARLIN SPR SPUR B	0.28	R1
60041	BRUSHY GULCH	4.85	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60041-A	BRUSHY SPUR A	0.43	R1
60041-B	BRUSHY SPUR B	2.04	R1
60042	EAST FK SPRING CR	8.00	R1
60042-A	E FK SPRING CR SPUR A	0.75	R1
60043	OWL CREEK	7.84	R1
60044	STATE LINE	10.65	R1
60055	MORGAN CR-PANTHER CR	0.06	R1
60061	MOOSE CREEK	0.78	R1
60062	NORTH FORK ADMIN. SITE	0.18	R1
60063	SILVERLEADS	2.63	RA
60063-B	S'LEADS SPUR B	0.77	RA
60063-C	S'LEADS SPUR C	1.30	RA
60064	CORN LAKE	3.68	R1
60065	HORSE CREEK	7.76	R1
60066	NORTH RIVER FACE	0.57	R1
60067	OREANA RIDGE	8.45	R1
60069	CARMEN CREEK	1.91	R1
60069	CARMEN CREEK	2.09	RA
60069-A	CARMEN SPUR A	1.78	RA
60069-B	CARMEN SPUR B	0.83	RA
60070	CADAGAN	0.27	R1
60071	FOURTH OF JULY	14.06	R1
60071-A	FOURTH JULY SPUR-A	1.02	R1
60072	WAGONHAMMER	0.30	R1
60074	INDIANOLA G.S.	0.10	R1
60075	HUGHES CREEK WORK CENTER	0.14	R1
60077	SHEEP CR-SILVERLEADS	6.17	R1
60077	SHEEP CR-SILVERLEADS	10.23	RA
60077-B	SHEEP-S'LEADS SPUR B	0.45	RA
60077-C	SHEEP-S'LEADS SPUR C	0.65	RA
60077-D	SHEEP-S'LEADS SPUR D	0.30	RA
60077-E	SHEEP-S'LEADS SPUR E	2.12	RA
60077-F	SHEEP-S'LEADS SPUR F	0.70	RA
60077-G	SHEEP-S'LEADS SPUR G	0.80	RA
60077-H	SHEEP-S'LEADS SPUR H	0.36	RA
60078	LICK CREEK	11.86	R1
60078-A	LICK CREEK SPUR A	3.08	R1
60079	DAHLONEGA CR	9.55	R1
60080	ANDERSON-THREEMILE	0.19	R1
60080	ANDERSON-THREEMILE	8.95	RA

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60081	ANDERSON MTN.	4.64	R1
60081-A	ANDERSON SPUR A	1.96	R1
60084	CRONE GULCH	4.43	R1
60084-A	CRONE SPUR LOOP	3.27	R1
60084-B	ANDERSON RIDGE SPUR	1.29	R1
60084-C	CRONE GULCH SPUR C	0.56	R1
60085	HUMBUG CREEK	1.09	R1
60086	BOX SPRING	7.23	R1
60088	WEST FORK HUGHES CR	7.81	R1
60089	DITCH CREEK	4.53	R1
60090	JOHNSON GULCH	5.80	R1
60091	HUGHES CREEK	7.55	R1
60091	HUGHES CREEK	4.98	RA
60092	GRANITE MTN	4.91	R1
60092-F	GRANITE MTN SPUR F	0.69	RA
60093	RANSACK LOOP	3.90	R1
60095	BLOISE GULCH	3.09	RA
60095-B	BLOISE SPUR B	0.66	RA
60111	BOULDER BASIN	0.37	R1
60117	ANDERSON RIDGE	1.80	R1
60123	COLSON CR - STATE LINE	27.53	R1
60131	GRANITE MTN LOOKOUT	0.27	R1
60133	DEADWATER SPRINGS	0.19	R1
60136	SEED PROD AREA	0.68	R1
60138	WEST BUTTE	1.14	R1
60146	LOWER ARRASTRA GULCH	3.52	RA
60147	UPPER ARRASTRA GULCH	1.73	RA
60147-A	UPR ARRASTRA SPUR A	0.38	RA
60156	TWIN CREEK	0.96	R1
60157	VINE CREEK	0.91	R1
60158	STATE CREEK C.G.	0.43	R1
60158-A	STATE CREEK C.G. SPUR A	0.05	R1
60158-B	STATE CREEK C.G. SPUR B	0.18	R1
60158-C	STATE CREEK C.G. SPUR C	0.14	R1
60163	ULYSSES LO	1.88	R1
60164	BUSTER GULCH	6.77	RA
60165	SPRING CR BOAT LAUNCH	0.78	R1
60166	LONG TOM	3.74	R1
60179	COVE CR FIRE CAMP	0.32	R1
60183	FAN GULCH	0.09	RD

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60187	INDIAN PEAK RIDGE	0.50	R1
60202	KAZCBOS	1.05	R1
60228	GROUSE GULCH	0.07	R1
60228	GROUSE GULCH	2.04	RA
60233	SALZER BAR C G	0.35	R1
60236	LOWER VOLTER CR	2.48	R1
60239	HORSEFLY GULCH	0.00	R1
60239	HORSEFLY GULCH	3.49	R1
60241	TWIN CR C G	0.37	R1
60241-A	TWIN CR C.G. SPUR A	0.48	R1
60247	SOUTH CORRAL CR	1.11	R1
60247-A	STH CORRAL SPUR A	0.48	R1
60256	SO FK SHEEP CR	0.17	R1
60256	SO FK SHEEP CR	0.72	R1
60257	W FK - INDIAN PK	1.46	R1
60265	EBENEZER TRAILER CAMP	0.15	R1
60270	CORN CREEK C G	0.26	R1
60281	SHEEPEATER POINT	1.06	R1
60283	TELEPHONE SPR. C G	0.19	R1
60284	BEAR TRAP L O	4.80	R1
60293	SWAMP CAMP C G	0.09	R1
60294	NEWLAND PICNIC AREA	0.12	R1
60304	HORSE CR C G	0.30	R1
60310	BLUENOSE L O	1.00	R1
60312	UPPER RANSACK	0.32	R1
60379	YELLOWJACKET TRAILHEAD	0.00	R1
60434	CACHE BAR C G	0.08	R1
60442	TRAPPER G-FISHER WAY	0.15	R1
60449	HAMMEREAN CR.	5.83	R1
60449-C	HAMMEREAN SPUR C	0.14	R1
60449-D	HAMMEREAN SPUR D	0.79	R1
60451	DUMP CR STOCKPILE	0.15	R1
60703	SADDLE MTN	2.85	R1
65098	LOST PRINCESS	0.62	RA
U15-3a		0.08	R1
U205		0.09	R1
U251721A		0.11	R1
U252021A		0.96	R1
U252021B		0.62	R1
U252021C		1.10	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
U252206A		0.35	R1
U252211A		1.12	R1
NORTH FORK RANGER DISTRICT TRAILS			
60036	INDIAN CREEK	1.65	OHV1
60156	TWIN CREEK	1.19	2WL1
60156-B	TWIN SPUR B	1.38	2WL1
6033	FREEMAN CREEK	2.05	ATV1
6069	MARLIN SPRING	5.28	2WL1
6106	DIVIDE NRT	22.29	2WL1
6106	DIVIDE NRT	0.25	OHV1
6107	AX PARK CUTOFF	1.84	2WL1
6109	TWIN CREEK RIDGE	2.58	2WL1
6110	BUTCHER KNIFE RIDGE	5.31	2WL1
6111	CONTINENTAL DIVIDE NST	6.74	2WL1
6112	DITCH CREEK	5.68	2WL1
6113	HUGHES CREEK	3.15	2WL1
6123	KEYSTONE GULCH	3.63	2WL1
6124	THREE MILE RIDGE	4.56	2WL1
6126	SHEEP CREEK	9.67	2WL1
6129	SOUTH FORK SHEEP CREEK	4.14	2WL1
6131	POWDER GULCH	3.52	2WL1
6132	STEIN MOUNTAIN	2.60	2WLA
6134	SILVERLEADS RIDGE	1.58	2WLA
6141	HENDERSON RIDGE	3.74	2WL1
U232211B		0.07	OHV1
U232213B		0.47	OHV1
U252235E		0.81	2WL1

Salmon-Cobalt Ranger District

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
SALMON-COBALT RANGER DISTRICT ROADS			
40055	MORGAN CR-PANTHER CR	0.01	R1
40129	MORGAN CR. SUMMIT	0.30	R1
40129-A	MORGAN CREEK SUMMIT SPUR A	0.29	R1
40129-B	MORGAN CREEK SUMMIT SPUR B	0.36	R1
40145	CAMAS CREEK	4.35	R1
60014	TWELVE MILE	8.13	R1
60018	MCKIM CR	2.90	R1
60020	RIDGE ROAD	42.02	R1
60021	WILLIAMS CR	11.53	R1
60023	STORMY PEAK	25.72	R1
60023	STORMY PEAK	1.68	RA
60023-H	HAYSTACK GRAVEL	0.12	R1
60025	BEAR GULCH	1.91	R1
60026	BALDY MOUNTAIN	8.89	R1
60028	LAKE CR	18.11	R1
60029	TENMILE RIDGE	3.21	R1
60029-A	TENMILE RIDGE SPUR A	0.48	R1
60033	NORTH FK HAT CREEK	2.39	R1
60045	IRON CR	23.76	R1
60046	WEST FORK IRON CREEK	6.47	RA
60047	SOUTH FORK IRON CREEK	4.94	R1
60048	LAKE CREEK CAMP GROUND	0.11	R1
60049	MIDDLE FORK HAT CREEK	6.42	R1
60050	SHEEPHORN	5.43	R1
60051	SAWMILL GULCH	2.58	R1
60052	DALY CREEK	6.54	R1
60052-A	DALY SPUR A	2.02	R1
60052-B	DALY SPUR B	1.07	R1
60052-C	DALY SPUR C	1.67	R1
60052-D	DALY SPUR D	0.87	R1
60052-E	DALY SPUR E	3.33	R1
60053	RACETRACK	2.01	R1
60055	MORGAN CR-PANTHER CR	44.48	R1
60056	NORTH FK IRON CREEK	3.05	R1
60057	BEAVER CREEK	3.23	R1
60058	TRAIL CREEK	1.61	R1
60059	MUSGROVE	2.69	R1
60060	HOT SPRINGS	4.35	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60061	MOOSE CREEK	14.27	R1
60076	MOCCASIN-NAPIAS	6.99	R1
60083	PEEL TREE - HAT CR	21.01	R1
60083-D	PEEL-HAT SPUR D	0.51	R1
60083-G	PEEL-HAT SPUR G	2.12	R1
60083-H	PEEL-HAT SPUR H	2.75	R1
60083-O	PEEL-HAT SPUR O	3.86	R1
60094	COUGAR PT CAMPGROUND	0.34	R1
60097	WILLIAMS GUARD STA	0.15	R1
60098	PHELAN CR	4.69	R1
60099	COPPER CREEK	11.90	R1
60101	DEEP CR	11.27	R1
60103	MOYER CREEK	5.87	R1
60103	MOYER CREEK	7.96	RC
60106	DEEP SWAN	0.68	R1
60106	DEEP SWAN	8.53	RA
60106-A	DEEP SWAN SPUR A	1.00	RA
60108	SILVER CR	14.08	R1
60110	RED ROCK	5.29	R1
60110-A	RED ROCK SPUR A	0.57	R1
60112	YELLOWJACKET	29.54	R1
60113	CRAGS	10.39	R1
60114	HOODOO MDWS	6.46	R1
60115	BLACKBIRD	2.15	R1
60116	MUSGROVE RIDGE	6.78	R1
60116-A	MUSGROVE RIDGE SPUR A	0.95	R1
60127	FENSTER CR	1.26	R1
60127	FENSTER CR	2.98	RD
60128	BOB MOORE	0.34	R1
60128	BOB MOORE	6.94	RD
60128-A	BOB MOORE SPUR A	1.42	RD
60129	DIAMOND CREEK	15.57	R1
60129-J	DIAMOND CR SPUR J	1.99	R1
60140	BIRDSEYE HELISPOT	0.64	R1
60142	SAWMILL C.G.	0.15	R1
60148	BEARTRACK	3.43	R1
60151	MORMON CANYON	0.60	R1
60167	BLACKBIRD RIDGE	15.24	R1
60169	CUT-OFF	2.19	R1
60170	WALLACE CREEK RIDGE	2.15	RD

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60174	WALLACE CR	3.27	R1
60174-A	WALLACE SPUR A	0.33	R1
60174-B	WALLACE SPUR B	0.10	R1
60175	BIRDSEYE	0.77	R1
60183	FAN GULCH	2.80	R1
60183	FAN GULCH	0.72	RD
60197	ARNETT CR	2.04	R1
60200	RADIO SITE	0.36	R1
60201	DUCK PEAK	6.26	R1
60204	CASTLE CR	2.33	R1
60210	FOURTH OF JULY	0.97	R1
60226	CLEAR CREEK	0.10	R1
60231	DEEP SPRING	0.58	R1
60231	DEEP SPRING	16.21	RA
60234	PONY CREEK	6.82	RA
60234-A	PONY CREEK SPUR A	0.76	RA
60234-C	PONY CREEK SPUR C	1.04	RA
60234-E	PONY CREEK SPUR E	1.87	RA
60240	WILLIAMS LAKE BOAT RAMP	0.17	R1
60242	LEESBURG ROAD	6.88	R1
60249	DIAMOND CUTOFF	2.11	R1
60250	RINGBONE MINE	0.54	R1
60252	OPAL CR	1.17	R1
60253	OPAL CREEK PIT	0.09	R1
60258	CAMAS CR	2.63	R1
60259	W FK CAMAS CR	1.87	R1
60260	QUARTZITE	0.60	R1
60271	UPPER COPPER	2.29	RA
60272	SHARKEY CR	3.72	R1
60273	BLACKPINE LOOP	4.92	R1
60274	MOYER CR C G	0.84	R1
60277	WOODPECKER RIDGE	1.76	R1
60298	SILVER CR. HELISPOT	0.73	R1
60300	JUREANO MTN	14.72	R1
60300-A	TRAIL CREEK SPUR A	0.83	RA
60301	TRAPPER RIDGE	4.37	R1
60301-A	MISSOURI GULCH	2.12	RA
60302	JUREANO CREEK	3.11	R1
60307	GARBAGE RIDGE	4.60	R1
60315	SLIDE GULCH	2.50	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60320	DEEP CREEK C G	0.15	R1
60321	COBALT ADMIN SITE	0.05	R1
60321-A	COBALT ADMIN SPUR A	0.03	R1
60321-B	COBALT ADMIN SPUR B	0.05	R1
60322	MCDONALD FLAT C.G.	0.17	R1
60325	JUREANO L.O.	3.84	R1
60326	CLIFF CREEK	1.83	RA
60326-A	CLIFF CREEK SPUR A	1.12	RA
60329	DIAMOND GULCH	0.32	R1
60330	RAPPS CR	3.94	RA
60338	FAWN CR	0.80	RA
60339	TELEPHONE ROAD	0.45	R1
60340	ARN-MACK	4.46	RA
60340-B	NAPIAS FACE SPUR B	2.64	RA
60340-C	MISS-MAC	3.60	RA
60366	MIDDLE FK PEAK C G	0.72	R1
60371	YELLOWJACKET LAKE C G	0.39	R1
60377	CRAGS C G	0.46	R1
60379	YELLOWJACKET TRAILHEAD	0.38	R1
60383	RABBIT FOOT	4.69	R1
60384	LOST SPRING C G	0.32	R1
60388	IRON LAKE C G	0.37	R1
60389	LAKE MTN	0.59	R1
60391	WALLACE LAKE	1.34	R1
60406	LOWER MOOSE CR	4.65	R1
60406-A	LOWER MOOSE SPUR A	0.13	R1
60406-B	LOWER MOOSE SPUR B	0.19	R1
60413	RATTLESNAKE CR	9.01	R1
60446	SOUTH FK CUTOFF	2.65	R1
60454	JESSIE ADMIN	0.21	R1
60706	WALLACE SPUR	0.41	R1
60707	MORNING GLORY	0.43	R1
60708	MOOSE CR. BOTTOMS	0.50	R1
60709	NAPOLEON L.O.	0.04	R1
60709	NAPOLEON L.O.	0.22	R1
60711	SOUTH COMET	0.58	R1
60712	DIAMOND RIDGE	0.01	R1
60712	DIAMOND RIDGE	0.36	R1
60713	LOWER DIAMOND	0.70	R1
60713-A	LOWER DIAMOND SPUR A	0.31	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
60713-B	LOWER DIAMOND SPUR B	0.07	R1
60713-C	LOWER DIAMOND SPUR C	0.20	R1
60714	SIMS MINE	0.62	R1
60715	DIAMOND DCS	0.07	R1
60716	STORMY SUMMIT PIT	0.12	R1
60717	DIAMOND CUTOFF LOOP	0.14	R1
60718	DIAMOND RIDGE	0.94	R1
60719	UP BURLINGTON UPPER ADDIT	0.48	R1
60720	FAN GULCH SPUR	0.53	RD
60721	COFFEE GULCH	0.40	RD
60722	UPPER DALY CR.	0.47	RD
60723	RACETRACK	0.16	RD
6074	BOB MOORE	0.56	R1
61000	MOYER ADMIN	0.42	R1
61007	SHARKEY	3.20	RA
61008	RABBIT FLAT	1.78	RA
61013	PORPHORY MICRO	2.95	R1
61018	JUREANO DIGGINGS	3.30	RA
61025	PEPPER CR RIDGE	5.26	R1
61033	SLIPPERY CREEK	5.58	R1
65001	U.P. LAKE	4.27	R1
65002	LEESBURG STAGE	6.55	R1
65004	POPE-SHENAN MINE	2.41	R1
65007	NORTH BASIN	5.68	R1
65007-A	NTH BASIN SPUR A	1.10	RA
65007-B	NTH BASIN SPUR B	0.64	RA
65008	MCDEVITT JEEP RD	1.24	R1
65011	BIG HAT JEEP ROAD	2.82	R1
65012	LITTLE HAT JEEP RD	2.33	R1
65013	LITTLE HAT CR	1.76	R1
65019	WICKHAM JEEP ROAD	3.10	R1
65024	TENDOY MINE	3.15	R1
65024-A	TENDOY MN SPUR A	0.39	R1
65024-B	TENDOY MN SPUR B	0.54	R1
65032	COMINCO ROAD	0.48	R1
65034	DUMP CR MINE	0.15	R1
65035	JACKASS RIDGE	2.98	R1
65036	PERRY ROAD	0.15	R1
65058	CAMP CR	1.83	R1
65068	PARK-MOOSE JEEP ROAD	4.32	R1

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
65078	SAWMILL GULCH	1.63	R1
65078-A	SAWMILL GULCH SPUR A	0.07	R1
65082	UPPER PERREAU	3.45	RA
65088	GANNETT CREEK	0.48	R1
65093	HAT CREEK	0.30	R1
65095	BIRCH CREEK	0.43	R1
65098	LOST PRINCESS	1.49	RA
U201922A		1.39	R1
U202003B		0.11	R1
U202003E		0.11	R1
U232002A		0.95	R1
U232013A		0.45	R1
U232036E		0.36	R1
U232130B		0.21	R1
U232130D		0.21	R1
U232131AQ		0.09	R1
U232131C		0.37	R1
U232132C		0.18	R1
SALMON-COBALT RANGER DISTRICT TRAILS			
4138	DARLING-CASTLE CREEK	7.50	2WL1
4140	FURNACE CREEK	8.09	2WL1
4251	CORRAL CREEK-HAT CREEK	0.11	2WLB
60014	TWELVE MILE	5.67	2WLA
60027	PERREAU CREEK	7.58	ATV1
60051	SAWMILL GULCH	0.73	2WL1
60224	UPPER TWELVEMILE	3.83	2WLA
6037	BEAGLE CREEK	8.80	ATVA
6052	GANNETT CREEK	0.29	OHV1
6065	MOOSE CREEK DRIVEWAY	2.76	ATV1
6067	HORNET CREEK	4.91	2WLA
6068	LITTLE MOOSE CREEK	5.24	2WLA
6074	BOB MOORE	3.70	ATVD
6074	BOB MOORE	0.62	OHV1
6076	DALY CREEK	4.90	OHV1
6092	NORTH FORK HAT CREEK	2.59	2WLB
6093	BIG HAT CREEK	9.73	2WLB
6093	BIG HAT CREEK	2.25	ATV1
6094	IRON MOUNTAIN	2.71	2WLB
6100	LIME CREEK	2.73	2WLA
6101	TWELVEMILE MEADOW	3.95	2WLA

ROUTE NUMBER	ROUTE NAME	MILES	USE CODE
6120	DIAMOND GULCH	1.61	OHV1
6255	MUKLUK	4.29	2WL1
6302	DEEP CREEK RIDGE	2.04	2WL1
65003	BLACKROCK	2.47	OHV1
65078	SAWMILL GULCH	0.52	OHV1
U181802A		7.73	OHVC
U181811A		0.12	OHVC
U181811B		1.18	OHVC
U182135A		0.80	OHV1
U191824A		1.65	OHVC
U202220C		0.10	OHV1
U212229A		1.27	OHV1
U222012G		0.16	OHV1
U222118F		1.76	OHV1
U222123D		0.39	OHV1
U222123G		0.20	OHV1
U232113B		1.25	OHV1
U232126D		0.27	OHV1
U232128A		0.17	OHV1